Vol. VII. OCTOBER, 1909 No. 10

Canadian Life and Resources

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An ILLUSTRATED MONTHLY REVIEW showing the PROGRESS AND POSSIBILITIES of the DOMINION OF CANADA and of NEWFOUNDLAND.

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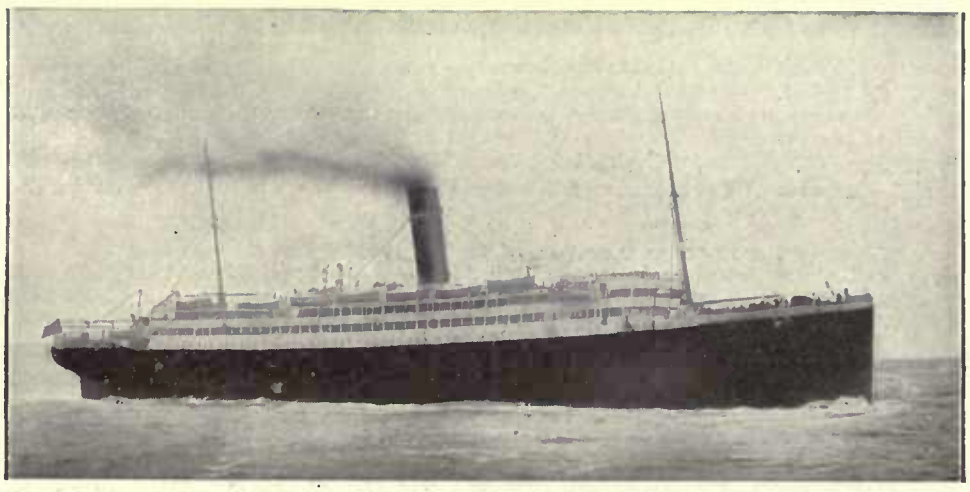

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DEPARTMENT OF MINES—CANADA

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QUEBEC

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ONTARIO

A large part of the province of Ontario, more particularly the northern and western portions, has been reported upon and mapped.

THE PRAIRIE PROVINCES

Geological maps and reports have been issued covering the greater part of the provinces of Manitoba, Saskatchewan and Alberta.

BRITISH COLUMBIA

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The above two sheets belong to the regular series of Nova Scotia map sheets on a scale of one mile to one inch. The first includes Halifax City and Harbor, the second the Waverley Gold District.

ONTARIO

1076. Gowganda Mining Division.
This map besides representing the geology of the Gowganda area, represents the geography of a considerable area to the east and north.

BRITISH COLUMBIA

1002. Geological Sheet, Special Map of Rossland.
This map, on a scale of 400 feet to 1 inch, besides accurately indicating the topographical and cultural features, shows the geology and location of veins.

1074. Sketch Map of Sheep Creek Mining Camp, West Kootenay, B.C., scale 1 mile to 1 inch, by W. H. Boyd.

NOTE.—Maps recently published may he had on linen cloth for use in the field at the price of 10c. per copy.

REPORTS

1072. Summary Report on the Operations of the Geological Survey for year 1908.

1075. Preliminary Report on Gowganda Mining Division, District of Nipissing, Ontario

The Geological Survey, under certain limitations, will give information and advice upon subjects relating to general and economic geology. Mineral specimens, when accompanied by definite statements of localities, will be examined and their nature reported upon.

Communications should be addressed to THE DIRECTOR, GEOLOGICAL SURVEY, OTTAWA, CANADA.

PRODUCTION

The mineral production of Canada for the year 1908 is estimated by the Mines Branch of the Department of Mines to have had a value of $87,323,849. The mineral products include gold, silver, copper, lead, nickel, cobalt, zinc, iron, arsenic, asbestos, chromite, coal, calcium carbide, corundum, feldspar, graphite, grindstones, gypsum, limestone, magnesite, mica, mineral pigments, mineral waters, natural gas, petroleum, phosphate, pyrites, quartz, salt, talc, tripolite, structural materials and clay products.

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Resources Publishing Co., Ltd.

Beaver Hall Hill,

MONTREAL, CANADA

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Resources Publishing Co., Ltd.

MONTREAL, CANADA

A SCENE in the Temagami Forest Reserve across one corner of which runs the railway to the Cobalt Silver District. By means of the many lakes and the connecting rivers the entire Reserve can be traversed by canoe, with here and there an easy portage.

Canadian Life and Resources

Vol. VII. NEW SERIES No. 10 Montreal, October, 1909

PRICE, TEN CENTS
ONE DOLLAR A YEAR

The Story of the Month

A SUMMARY OF CANADIAN AFFAIRS

AT HOME

SEPTEMBER confirmed the estimates made during the preceding month respecting the extent and worth of the crops harvested throughout the Dominion. The estimates are being fully realized. In the West the harvesting of the grain was completed and threshing operations were vigorously carried on. The weather was favorable and excellent progress was made. In Eastern Canada the rainfall of the early weeks of the month were of great benefit to late crops, especially to root crops, and in almost every section good yields are reported. Dairy products have been well up to the average in quantity and as the demand has been brisk good prices have prevailed. General commercial conditions, which have been steadily improving since early spring, were most favorable throughout the month and the autumn trade promises to be brisk and of large volume. In governmental circles the month was marked by quietness. The Federal Ministers who had been absent from Ottawa during the greater part of the summer returned to the Capital and resumed their departmental duties. Preparations are now well advanced for the session of Parliament, which will open early in November.

The Crop Census Bureau issued a statement respecting the harvest just gathered in. For the whole of Canada the estimates of production, based on the reports of a large staff of correspondents, show for fall wheat a yield of 16,700,000 bushels, and of spring wheat 151,686,000 bushels, being 25.22 and 21.39 bushels per acre respectively. The total yield is 168,386,000 bushels, or 21.73 bushels per acre, as against 124,690,000 bushels at the same time last year. Oats give an aggregate of 354,919,000 bushels, and barley an aggregate of 56,975,000 bushels. The other coarse grains yield equally high.

THE Hon. Frank Oliver, Minister of the Interior, returned from an extended visit to Great Britain and Continental Europe, where he had been promoting the principal outside work of

The Hon. Frank Oliver, Minister of the Interior.

his department—immigration. His policy of advertising Canada is still producing good results, as is shown by the increase of arrivals this year over those of last year. There are two great factors which more than any other make for the development of Canada's resources, namely, population and means of transportation. Mr. Oliver is fully alive to his responsibility for the promoting of the former, which falls under his immediate control, and he has done good service by frequently visiting the centres of his department's operations in Great Britain, Continental Europe and the United States.

ON the afternoon of September 1st the Legislative and Departmental Building of the Province of Ontario, in Queen's Park, Toronto, was seriously damaged by fire. The fire broke out in the western wing. The legislative library was destroyed, but although the legislative chamber was on fire three times, the fire was extinguished before much damage was done to this part of the building. Sir James Whitney, the Prime Minister, and several of his associates were on the spot and assisted the departmental clerks and the firemen in saving official documents and a large number of books. The loss sustained by the fire is estimated at $750,000, covered by insurance.

DURING the month His Excellency Earl Grey and party made an extensive tour of the Canadian West, going north also as far as the gold region of the Yukon. While in Vancouver Earl Grey officially opened the new steel bridge which carries one of the principal streets over a watercourse. In his address the Governor-General stated that the progress made in Vancouver since his last visit, three years ago, was such as warranted a renewal of his prophecy then uttered, that the city would become one of the foremost in the Dominion and the Empire. He hoped that soon arrangements would be made through the establishment of the All-Red route whereby the Dominion would be brought into closer touch with the Orient and Australia, in which scheme Vancouver played the important part as the landing port on the Pacific. Commenting on the escort of High School cadets furnished for the occasion, His Excellency said the citizens of the Empire must realize the necessity of training the youth for loyal service in support of Imperial interests.

Another distinguished visitor to the West in

A recent Montreal-Shamrock lacrosse match—An attack on the Shamrock goal that failed.

September was Lord Strathcona, High Commissioner for Canada in London. He travelled across the continent and at a number of places was given receptions at which he was welcomed as one of

A view of the burning of the western wing of the Ontario Legislative Building.

the makers of the Canadian West. In speaking at Regina His Lordship referred to the time when he received a salary of twenty pounds a year from the Hudson Bay Company, and he affirmed that the Canadian West was the place for young men with little worldly goods who were prepared to work. Concluding he expressed the gratification it would give him to tell the people of the Mother Country of the loyalty he found everywhere in Canada.

THE Calgary Grain Exchange opened for business on September 28th, but owing to the fact that the new $150,000 Grain Exchange building is not yet completed, offices were secured in the Lineham Block and direct telegraphic connection made available with the leading grain markets of the world. Henceforth Calgary prices will be listed with grain markets such as Liverpool, Winnipeg, Chicago, Boston, etc. Farmers will benefit materially, as it will be possible to sell grain at higher prices than hitherto. There will be no trading on margins, all grain bought and sold being actual "Cash grain." The exchange is capitalized at $100,000, there being 200 seats, 125 of which are being placed on the market this year. Sixty-five traders have already secured seats.

ANOTHER step in the progress of Nanaimo, on Vancouver Island, B.C., has just been taken by the establishing there of a branch of the Merchants Bank of Canada.

DURING the month the completed portion of the line of the Grand Trunk Pacific Railway from Winnipeg westward began to take part in the transportation of the season's harvest, up to the end of the month almost one thousand cars loaded with wheat having arrived at Winnipeg over the new line. The company has four thousand cars ready for service this month, the time when a large part of the harvest is hurried eastward. These cars will be hauling out the wheat from the district between Portage la Prairie and Edmonton.

AMONG those who attended the 25th annual convention of the Trades and Labor Congress held at Quebec were the Hon. W. L. Mackenzie King, Federal Minister of Labor, and Mr. Will Crooks of the British House of Commons. Both addressed the convention. The Minister of Labor spoke for peace both in the national world and in industrial life. In regard to the employment of Asiatic labor he said that the Government have not received any report from any individual respecting the bringing in of Asiatic labor to construct the Grand Trunk Pacific Railway. He said if such a request was asked it would be refused by the Government. The Asiatic standard of life was beneath the Canadian standard, and for that reason and others the head tax had been placed on Chinese. He thought that some means less obnoxious to China should be secured to enable Canada to get the Chinese markets, and yet be effective in preventing an influx of Chinese to such an extent as to be a detriment to the Canadian workers and the standard of living of Canada's people.

Mr. Crooks followed and asked the representatives of labor not to pay too much attention to promises made by members of Parliament. While he was delighted to meet the Minister of Labor and other prominent men on the platform, he advised the workingmen of Canada to depend entirely on their own labor organizations.

THE members of the commission to enquire into Canadian-West Indian trade met at Ottawa and began the hearing of interested persons and those informed respecting the subject of inquiry. The sittings of the commission in Canada will extend well into October. Next spring the commission will meet in the West Indies. One of the principal questions to be investigated by the commission will be the complaint of the Canadian sugar refiners to the effect that the West Indian sugar-growers are in a combine which virtually reaps all the profit of the British preference to the exclusion of the refiner.

THE report of the Superintendent of Immigration for July, the latest month for which returns have been compiled, shows that the total immigration into Canada during that month was 16,291, as compared with 11,330 for the same month of last year; 8,943 of these people arrived at ocean ports and 7,348 from the United States. The increase from the United States was 64 per cent and 31 per cent increase at ocean ports.

THE Hon. Donald Ferguson, senator, of Prince Edward Island, died on September 3rd at his home at Marshfield, aged 70 years. He entered public life in 1878 as a member of the Legislature and was elected to the House of Commons in 1891. Two years later he was appointed to the Senate, and was a minister without portfolio in both the Bowell and the Tupper administrations. He took a deep interest in agricultural matters.

ABROAD

THE agreement between the United Kingdom and the United States for the submission to arbitration of the questions of the fisheries of the North Atlantic coast was issued. Article 1 sets out seven questions, which are to be submitted for the decision, all arising upon the construction of the convention signed in London on October 20th, 1819. Three subsequent articles relate to the procedure, and article 5 provides the tribunal of arbitration shall be chosen from the general list of the permanent court of The Hague within three months.

ON September 21st the Minister of Defence of Australia, in the House of Representatives,

The Hon. Sidney A. Fisher, Minister of Agriculture.

moved the second reading of the Defence Bill giving effect to the decisions reached at the Imperial Defence Conference. He said that in addition to the announced naval proposals, the scheme would eventually give a force of 260,000 well-trained soldiers, with a second line of 115,000, and a compact expeditionary force would be provided for oversea service. He estimated the total annual cost to be £2,500,000. All the military and naval forces would be interchangeable forces with the other States of the Empire. Compulsion at first would be limited to closely-populated areas.

By the Australian defence scheme, according to a London *Times* despatch, cadet training begins in 1911 and citizens' training in 1912. When the scheme is in full working order it is estimated that it will provide 40,000 junior cadets, 75,000 senior cadets and 55,000 citizen soldiers under 21. The militia, 25,000 strong, will thenceforth be recruited only from the fully-trained. It is hoped after 1916 that Australia will have the first line of 50,000 men ready to go anywhere, the second line of 50,000 ready to act as garrisons, and the third line, 140,000, composed partly of men who have had citizen-training and partly of older trained reservists.

AT the Congress of Chambers of Commerce of the Empire, held in Sydney, Australia, the resolution of the Montreal Board of Trade urging the appointment of an advisory council to consider questions of Imperial interests, especially those tending to promote trade within the Empire, was adopted.

The redoubtable senior four-oar crew of the Ottawa Rowing Club.

Our Point of View

THE golden harvest of the West has been safely garnered and although we must wait some time before the official figures of its size are obtainable, it may be put down with approximate accuracy as from 115,000,000 to 120,000,000 bushels. This is easily the record wheat yield of the West. Last year it fell just short of the 100,000,000-bushel mark and that figure had never been equalled until this season. This represents an acreage of some 7,750,000 acres, or a net rise of some 1,139,000 acres in the last twelve months. This is a tiny fraction only of the acreage in the West suitable for wheat-growing, which is certainly more than seven times the acreage now under cultivation. That the Canadian wheat crop will some day equal that of the United States to-day (600,000,000 bushels) seems certain. The world's demand for bread will put the plough into at least another million acres of virgin prairie next year in our West. Europe needs more than 400,000,000 bushels of imported wheat to-day to feed her people—and they are increasing by millions each year. The bread supply of the next generation has to be won from the prairie and the pampas and the steppes. For the last ten years Russia has added a million acres yearly to her wheat acreage. If the average increase of new acreage brought under cultivation in Western Canada is only one million acres a year, we arrive in 1920 at an acreage of some 18,000,000 acres. Given the yield of this at only 15 bushels to the acre and we reach the figure of 270,000,000 bushels for the crop of the Canadian West in 1920. It is probable that the actual crop of that year will be grown from nearer 20,000,000 acres and that it will average more than the 15 bushels estimated for. *Who are the people who are going to own and cultivate these millions of acres of land, now virgin prairie, which will give bread to the inhabitants of the earth in 1920?* That is the point in our mind to-day, as it has been these six years past, since this magazine was started, to show the world the resources of Canada. Who and where are the people who, in the next ten years, are going to enter into this magnificent heritage of the finest wheat-growing land in the world? Are they to be the people of our own race from the land that gave us our language, our laws and our traditions—or are they to be largely people of foreign extraction, of alien race, other laws and foreign traditions? That is the question—the supreme question upon which the future of Canada depends.

IN the early days of the last century nearly all our new settlers were English, Scotch or Irish. Some Americans came into the southern part of Quebec, but few remained after the war of 1812. Canada to-day is what men and women of British stock have made her. The best features in our national life are characteristically British, although with adaptations in many cases to new conditions of life. De Tocqueville says that the institutions of a country can be studied best in her colonies and the student of the political history of Great Britain will find in Canada examples of her methods of Government, which stand out more clearly than in the Old Land. Is Canada likely to remain British in sentiment and tradition? The most valuable part of our connection with Great Britain is not her protection, although that is probably still necessary to our independent existence, but the institutions she has given us and the traditions of justice, humanity and freedom. These will survive, we hope, when her guns no longer secure our safety. To work out our national future in its highest promise of greatness we must remain British in sentiment as well as in political connection. How are we to do this? First and foremost we must encourage the immigration of people of British stock. These newcomers are half Canadian already, if we may put it in this way. They carry with them the traditions of home life and order and submission to authority which they will find inherited by the present-day Canadians from their ancestors of British stock. They easily and quickly fit into our social system. Of course they are strange at first to conditions of life in a new country and are apt to complain because they cannot obtain all the luxuries of an older and richer civilization with the same ease and cheapness that they did at home. But after a few grumbles, the majority of them begin to find compensating advantages in the wider opportunity and greater freedom of their new life and in a few years there is no Canadian so loyal and so devoted to his native land (of adoption) as the man and woman who have left Great Britain to make a home in our country. Speaking recently, James J. Hill, the great railway builder, advised the public in Western Canada "not to try to get people who have to be re-civilized." He warned us not to be too anxious to obtain mere numbers. "It is a hard job," he said, "to assimilate a foreign population." These sentiments we ought to take entirely to heart—although our application of them may not be quite what Mr. Hill desired to inculcate. He was emphasizing the merits of American settlers as opposed to those of non-British European extraction. Why Mr. Hill, a naturalized American, should be pleased to see his countrymen coming in tens of thousands away from the U. S. A. and transferring their capital and industry to a country under the Union Jack may not be quite apparent even to those who remember that he is first and foremost a railway manager after business. But we may apply his maxims with even greater force to the immigration of British settlers. They will certainly make as much progress in one year as the average European immigrant will in ten years. What Canada ought to do is first to *foster* and *encourage* British settlers—then American settlers and lastly those European peoples of northern clime. We ought to *discourage* the coming amongst us of foreign settlers—alien in race and tongue and instincts—from the countries of Southern Europe. They bring all the evils of a decadent civilization—as witness the law courts of the United States.

IT is to be regretted that the immigration from Great Britain shows a considerable falling-off this year, even as compared with 1908, which was a slack year. In July the emigration from Great Britain to her principal colonies, so far as can be judged from the British Board of Trade's monthly return of passenger traffic to countries outside Europe, declined all round as compared with the corresponding period last year. British subjects who left the United Kingdom for Canada numbered 4,832, as against 5,532 in July, 1908; while 1,167 went to Australia or New Zealand and 2,500 to South Africa, the corresponding totals for last year being 1,561 and 2,936 respectively. For the seven months to July 31st the departures of British subjects to these countries compare as follows with those for the same period in 1908:

	1909.	1908.
British North America	16,762	19,786
Australia and New Zealand	9,567	10,258
British South Africa	14,221	16,820

It will be one of the most striking of the wasted opportunities of history, if the British race do not enter into and take possession of their heritage in the colonies but allow foreign peoples to graft themselves on to these offshoots of the old British tree. The true policy for the Mother Country and also for her colonies is to encourage the movement of the surplus people of the parent land to the vacant spaces in the outlying parts of the Empire. It means relief from excessive competition and congestion in the Old Land; it means new hands to develop the resources of the colonies, where every able and willing worker is an asset; it means the strengthening of the Empire by the employment of her sons where they are commercially and politically needed. It is a policy good for each—good for all.

A scene in the business heart of Cobalt—A crowd in the little square listening to the band of the Salvation Army.

To Cobalt and Back

(Written for CANADIAN LIFE AND RESOURCES by IRVING E. STRUTHERS.)

THERE was something alluring in the porter's call, "Through sleeper to Cobalt." It suggested the luxury of modern means of travel and an Eldorado at the end of the journey. The call was heeded, the sleeper was boarded and a few minutes later the long, west-bound train, with the through Cobalt sleeper attached, ran out of the Windsor Street station, Montreal, into the gathering darkness on its long journey up the Valley of the Ottawa. Soon the lights of the city go out in the distance, berths are made up, and the car becomes a dormitory whirling through the country at the rate of forty miles an hour. Shortly after midnight Ottawa is reached, but as the long train glides across the river not even the roar of the Chaudiere rouses the Cobalt travellers from their slumbers. Onward they speed through the neat little towns and across the well-tilled farms of Carleton and Renfrew, and when the eastern sky behind them begins to grow grey with the first light of approaching day they have entered that long stretch of broken land which extends westward to the boundary of Manitoba and which contains the great pinery of Eastern Canada and some of the richest mineral fields on the continent. At Mattawa farewell is said to the turbulent, foam-flecked Ottawa, whose swiftly flowing surface is burdened with innumerable logs; and as the train climbs the grade which forms the divide between the waters flowing eastward into the Ottawa and those flowing westward into Lake Nipissing and finally into the Georgian Bay, the passengers take their breakfast while their sleeping car is again converted into a drawing-room. What a change in the means of travel time and the ingenuity of man have made since that summer, almost three hundred years ago, when Champlain, the first white man to visit these parts, paddled laboriously with his Indian companions up these streams and plodded wearily along the stony and brush-entangled portages. It lacked but a few minutes of nine o'clock when the train ran up to the station at North Bay, the base of the Cobalt country and the southern terminus of the Temiskaming and Northern Ontario Railway, built, owned and operated by the Government of the Province of Ontario.

North Bay is a city in embryo, with regularly laid-out streets, the principal ones being already lined with substantial and in many cases handsome commercial buildings. There is an air of bustle and enterprise about the place and everywhere indications of Canada's growing times, both in the West beyond the Great Lakes and in the new hinterland of the Central Provinces. On the siding stood a special of twelve cars filled with sturdy young men and women going to the West to make on its fertile prairies their first real start in life. On another siding was a long string of freight cars loaded with machinery and supplies billed for Cobalt and other points in the silver district and for places beyond in the great clay belt that stretches northward from the head of Lake Temiskaming. And there, too, stood the morning express whose run will take it through the heart of that district so luring to the prospector, the miner, the capitalist, the lumber-jack and the farmer seeking land. To that train was attached the through sleeper from Montreal and also one from Toronto that during the night had come up over the direct line by way of the Muskoka country.

Sharp on time the Temiskaming train leaves North Bay for Cobalt, 103 miles almost due north; but its run does not end there, which, in fact, is not half way, for the northern terminus of the line is Cochrane, 149 miles beyond Cobalt, and, therefore, 252 miles from North Bay. These distances and the fact that Cochrane is on the line of the Transcontinental Railway are indications of the extent of the Temiskaming country and of the rapidity with which it is being developed.

The conditions of the journey northward and the company in which it is made remind one of a feature of the development of the Cobalt silver district probably unique in the history of

A view typical of the country in the immediate vicinity of Cobalt.

mining on a large scale ; and that is the ease with which the mining camp can be reached. The railway came before the mines were developed and from the start a miner could step from a train almost onto his claim. Cobalt has never been difficult of access either for passengers or freight.

As for the company on board, how it differed in almost every particular from that which, according to fiction or fact, usually pours into a new mining country. Had Bret Harte been there he might in vain have searched the train through from second-class smoker to palace car for a character who would have corresponded to the western miner whom he knew so well. In the palace cars were capitalists, mine-owners, brokers and tourists, the exact counterparts of travellers to be seen any day on any through train in any part of the country. The day coach was filled with men and women in town attire, and, if anything, better and more stylishly dressed and much better-looking than the average travelling public. In the second-class smoker was a crowd of bronze-faced, square-shouldered men bound for the mines, the lumber camps and the unstaked tracts beyond where mineral discoveries, it was hoped, would repay them for weary wanderings to be performed and hardships to be endured. Here was some of the muscle that develops mining " propositions " and some of the enterprise and adventure that find new " propositions" for development. They were a sober, well-behaved, intelligent-looking lot of stalwart men, most of whom were on the right side of forty.

The prospectors are probably the most interesting, which, no doubt, is due to the fact that their occupation combines something of the spirit of the adventurous *courier de bois* of the olden times and that of the modern speculator. Far beyond the outmost settlement they will go, carrying their little tents, their stock of " grub " and their hand-drills and hammers. They usually travel in pairs and a pair will pass months among the lonely hills looking for " indications," and returning in the majority of cases with only disappointing experience as the reward of their time and labor. But there is always a chance and sometimes they find in the trackless wilderness the road to wealth. Here sits a prospector smoking a big, black briar pipe and gazing dreamily out of the window upon the brush-covered hills and the placid lakes among which the train winds its sinuous course. He wears a grease-glazed suit of corduroy and on his feet are thick-soled, long-legged boots laced almost to the knee. He had been out since May, he said, and for most of the time far north of Lake Temiskaming, where to the westward stretches out the clay belt. Fine land it is, according to his report, free from stone and exceedingly productive, as is shown by the fields of grain that here and there paint patches of it yellow in early September. How do the prospectors fare? They live on the fat of the land, said he. Small game and fish are plentiful and so they need never lack for fresh food ; but the fur-bearing animals are becoming scarce, which means hard times for the Indians. And what had he found? A shrug of the shoulders was the only answer, for the prospector knows how to keep his secrets.

In a general way most of the country between North Bay and Cobalt is monotonously alike—a broken country of sharp hills, narrow valleys, winding rivers and almost innumerable lakes fantastically irregular in shape. From a large portion of the country the best pine has been cut. The second growth consists of spruce and mixed hard wood, but here and there large areas have been burned over, leaving the dead trees standing. After a time the Temagami Forest Reserve is entered and then the eye is relieved by the sight of a virgin forest, dark, dense and seemingly impenetrable. At Temagami Station, on the shore of the charming lake of the same name, the train makes a stay of " twenty minutes for refreshments," and there in the bright little dining-room is served the best meal to be had in all the Northland.

Passing out of the Reserve the line runs through a country that each mile becomes rougher and more forbidding. The trees

The waters of Temagami glimmering in the golden sunshine of September.

A view of the lake front of Cobalt looking north and showing the principal street.

are small, the burned districts larger and the hills more bare and rocky. And so the train comes to Latchford, where the Montreal River is crossed, and where connection is made by steamboats with Elk City and the Gowganda country to the west—a new silver district that promises exceedingly well. Gillies Station comes next, named from the much-discussed timber limit which, it is said, will soon be given over to mining. Then after swinging around a couple of sharp curves the line comes out on the bank of a little, rock-encircled lake, and on the other side of the track a sheer cliff rises far above the cars. Here is a siding filled with freight cars, here a cluster of shacks, here a tall grey wooden building, above which towers a smoke-stack pouring out black clouds. A little farther on but higher up the cliff is another and a larger building and a taller stack. They are silver mines in operation. Still following the shore and rounding another curve the train draws up beside a long platform crowded with roughish-looking men who seem to be going nowhere nor expecting to meet anybody. Hotel porters, some in gorgeous livery and almost bursting with importance, bustle through the crowd and din the ears of the alighting travellers with the names and merits of their respective houses of entertainment. This is Cobalt.

Inspecting a silver vein recently uncovered.

Seeing the place for the first time under the glare of the mid-day sun two impressions seemingly contradictory are experienced. The place looks even meaner than one imagined it would be, and yet the whole development is much bigger, much more real and substantial than was expected. That Cobalt should be handsome or even fairly presentable is an impossibility, for Nature decreed it otherwise. It is built around the base, along the face and on the top of a barren, stony, irregular hill, pitted with holes and hollows which, after a rain, contain stagnant water, and sprinkled with enough soil and dirt to load the air with dust when it is dry and the wind blows. Across the little lake rises another hill almost devoid of buildings and only less ugly than that on which the town is built, simply because there is not so much of it. It can scarcely be said that the town is "laid out." It is just splashed about the hill and along the lake front as chance suggested or interest dictated. Here is an hotel, and at the end of what in other places would be its back yard, is a big general store or a bank; here is a little building which, judging from the signs on the door and in the windows, is as full of lawyers and doctors as a hive is of bees; next door is an all-night restaurant, and perhaps not more than a stone's throw distant rise the huge shaft house and mill of a silver mine. Cobalt may be said to literally stand on silver, but the superstructure is not in keeping with the foundation.

The town is built almost entirely of wood and when the fire occurred a few months ago the wonder was, not that so much of the place was destroyed, but that so large a portion escaped. The burned district is now fast being rebuilt. And yet in all this unsightly conglomeration of buildings is carried on a volume of business that cities old and well-built would be proud to possess; here are housed

A new residential street.

thousands of plucky, enterprising people, who are compelling the forbidding hills to surrender their long hidden treasure of silver.

Although the appearance of Cobalt lacks attractiveness, the development which had its origin there and of which it is still the centre, is certainly much greater and more widespread, more substantial and permanent in character and withal more profitable in result than the ordinary reader of Cobalt news has fully realized. Statistics respecting tons of ore shipped, values realized, dividends paid and capital invested convey a certain kind of accurate information, but it seldom creates so deep and lasting an impression as does even a superficial inspection of the mining field itself. Seeing, according to the old saying, is believing. He who thinks Cobalt is largely a stock-jobbing affair will be convinced of his error if he spends only a few hours in driving through the camp. From the door of his hotel he can see the stacks and the roof of the parent mine, working the veins in which silver was first found here. Beside this plant is another equally large and equally busy. At the northern end of the town are two more, there are several higher up in the town, more across the little lake and the clouds of smoke rising from behind the hills show where the engines of other mines are hoisting ore from silver-streaked shafts.

Almost a ton of native silver in a solid block.

These hills roll away in every direction, one very much like another except that at the base of some the engines of mines are puffing, their machinery hoisting ore from shafts and crushing it in the mills. Among these hills and now and then over the smaller ones wind the roads connecting the outlying mining district with Cobalt town. For the most part these roads are good, in fact surprisingly so considering the nature of the country, its rawness and youth. A drive over these roads gives the newcomer an object lesson not to be forgotten respecting the extent of the Cobalt silver field, the amount of development work already performed, and the magnitude of the productive mining operations actually carried on. Mine after mine is passed—huge shaft-houses and mills, great dumps of inferior ore that some day will be worked over at a profit, outbuildings for stores, neat, town-like offices, and for the most part comfortable dwellings for the employees. Some of the older mines that have "struck it rich" have already taken on an appearance of neatness. Their buildings are all painted, everything about is tidy and the plant with the little homes round about looks like a village in miniature, but there are few villages in the whole Dominion worth as much as one of these little patches of settlement on a Cobalt hillside. Other plants are newer and rawer. The lumber in the buildings is not yet weather-stained, and some of the outbuildings are still in course of construction. "Shacks," little low cabin-like dwellings, are scattered about, and the mill-end dump of rejected ore or surface stone is yet only a modest heap. Here, it may be, the shaft is being carried down to the required depth and from it the subterranean veins of ore will be worked. On another property buildings are only well commenced and the place is in the hands of carpenters and machinists; but everywhere there are evidences of large outlays of capital and each spot is bustling with well directed energy. What is seen along the drive makes very real the statistics one had in mind at the outset of the journey. In the town of Cobalt and the surrounding country tributary to it, is a population of 15 000 souls. Silver mining in all its branches gives employment to 8,000 men. On an average there is paid out each day in wages the sum of $24,000, which amounts to an annual pay-roll of fully seven and a half million dollars. In all Central and Eastern Canada there is scarcely a manufactory or wholesale house that does not share in that vast expenditure, for the Cobalt district produces practically only one thing and that is silver. This population of great earning power and with a corresponding spending capacity, is fed and clothed by fellow-Canadians scattered through other parts of the Dominion, and the demand it creates for machinery and tools keeps many machinists busy. All this has to be hauled hundreds of miles, thereby giving the railways a share in Cobalt's wealth.

The return to town from the visit to the outlying mines was made in the gathering darkness of a September evening. The glare of the mill fires here and there lighted the way and then coming suddenly around the base of a hill the town again came into sight. It was a blaze of light from the shore of the little lake to the upper level, where dwelling-houses and mining plants are clustered indiscriminately together. Cobalt is generous in its use of electricity. There are lights along the streets, the windows of the hotels, shops and restaurants are all ablaze far into the night, and huge electric signs dazzle the eye

Port Cobalt, half-way to the shore of Lake Temiskaming.

and make the main streets as light as day. The throng of men on the streets is one of the features of Cobalt life. All day long and far into the night men crowd the sidewalk of the main street, moving up and down, back and forth, in a restless, feverish manner. Here and there little groups form and engage in animated conversation, and often the moving crowd push the loiterers off the board-walk into the driveway. One might watch this crowd for hours, coming and going in a restless and seemingly purposeless manner, without seeing a woman pass. The throng is composed of all sorts and conditions of men. Here are fortune-seekers from distant lands and from about every part of Canada—college graduates and rough, loud-voiced fellows who never saw between the covers of a book; prospectors in from the wilds and lumber-jacks on their way to winter camps; miners who think no more of handling sticks of dynamite than a confectioner thinks of handling sticks of candy; mine laborers and mechanics ready for any sort of a job, and soldiers of fortune to whom the excitement and uncertainty of a mining camp is as the breath of life. They thronged the streets that night and on the morrow the crowd was still there. It is a constantly changing crowd so far as individuals are concerned, for men are coming and going every day, but its general character remains the same.

The shaft-house and mill-end dump of a typical Cobalt mine.

And yet Cobalt is an orderly, sober, law-abiding town. During the visit not a drunken man was seen. It is a mining camp; under the Ontario license laws spirituous liquors cannot be legally sold there and the law is so well enforced that there is very little illegal selling. Every hotel has its bar-room, but with the exception of a very small beer, for which there seems to be a correspondingly small demand, only "soft drinks" are allowed to be sold. It is well that it is so, and the thorough manner in which the law is enforced is a credit to the Ontario Government and at the same time an object lesson respecting the worth of prohibition.

Raw, unattractive and worldly as Cobalt appears, there is another side to its life which speaks well for the character of its permanent population; and that side is social, intellectual and religious. In the straggling mushroom-like town are many homes of refinement whose inmates, drawn from widely-scattered parts of the Dominion, represent the best elements of our population, and although alive to the main chance they have time and thought for other things besides silver and mining stocks. The services in the five churches are well attended and the open-air meetings of the Salvation Army never fail to draw a crowd. The town maintains good schools and supports a bright and attractive daily newspaper.

The visitor leaves Cobalt with a feeling that a new chapter in the record of Canada's development has been opened.

Ballads of a Cheechako

By JOHN BASSETT

A VOLUME of poems by Robert Service of Dawson City has become in Canada an event—not only a literary but a social event—a penetration into the homes of tens of thousands of thoughtful Canadians. When one considers that fifteen thousand copies of the "Ballads of a Cheechako" had been ordered before their actual publication, a fitting tribute is paid to the author's popularity. The first edition consisted of 30,000 copies. The "Songs of a Sourdough" still retain their virgin freshness, beloved by the humorist, pessimist, impressionist and naturalist alike.

"The big, blue silt-freighted Yukon."

It is difficult to be critical with this volume, "Ballads of a Cheechako." The opening lines disarm one. The author confesses to his great fault and in its confession you love the fault. How characteristic of Service to open with

'My rhymes are rough, and often in my rhyming
I've drifted, silver-sailed, on seas of dream,
Hearing afar the bells of Elfland chiming
Seeing the groves of Arcadie agleam."

His rhymes may be rough but it is an endurable roughness. The poets of a gentler school may chide him for his tempestuous torrents of words, as Meredith chided Carlyle when he likened his style to a house falling into utter dilapidation.

As might be expected, his ballads sing of places where, as yet, man in his primitive, passionate state, is to be found. He tells of souls gorged with an inhuman lust for gold, bound by few laws, bestial, brutal and bad.

"The lusts that lure us on, the hates that hound us;
Our red rags in the patch-work quilt of Life."

The poems speak in narrative form. They make no attempt to philosophize, but still it is there, and it is philosophy. None of the fripperies of an effete society, no dainty mincing of words, no boudoir manners are to be found in it. It is from the elbow straight and it finds its billet. The figures which pass over the pages in review are no dandies. Many of them have strolled in their day down Piccadilly and Leicester Square with the eye-glass and their gold-headed cane. These have been discarded for the pick and the shovel, the dust-pan and the sieve. The picture shown is descriptive of the 'Prospector,' one of the poems.

" For once you've panned the speckled sand and seen the bonny dust,
Its peerless brightness blinds you like a spell ;
It's little else you care about ; you go because you must,
And you feel that you could follow it to hell.
You'd follow it in hunger, and you'd follow it in cold ;
You'd follow it in solitude and pain ;
And when you're stiff and battered down let someone whisper 'Gold,'
You're lief to rise and follow it again."

The true poet is he who can exalt common things, as the true judge of man is he who can detect in the lowest of his fellows the faint flickerings of goodness. Without the pedantry of Wordsworth and the difficulty at times of understanding him, Service strikes a beautiful note in the "Song of the Mouth-Organ." One can hardly refrain from quoting the whole poem, but here is a jewel :

" I'm the Steinway of strange mischief and mischance ;
I'm the Stradivarius of blank defeat ;
In the down-world, when the devil leads the dance,
I am simply and symbolically meet ;
I'm the irrepressive spirit of mankind ;
I'm the small boy playing knuckle-down with Death ;
At the end of all things known, where God's rubbish-heap is thrown,
I shrill impudent triumph at a breath."

He revels in words. They obey his every call. They fawn and purr, dance and roll, stagger and steady. He has no need of flattery to coax them from the inner recesses of his being, for they are his natural expressions. His spontaneity comes from his close living with Nature.

Some critics have condemned Service unduly for the artificiality of his poem, "The Ballad of the Brand." It is unfair. In this poem he makes a real attempt to paint a gently-colored picture as in contrast to the vivid lightning-flashing colors of his other poems, where the tempest-torn natures of our fellows are held up to our gaze. This poem has its tragedy, vast and startling. Its echo in the mind is fearful, for it reverberates with the mournful note of one who lost his soul when his love left him. And therein lies Service's real fault. His gospel is too pessimistic. How jaundiced is this view of hope :

" So long as the road is level, so long as I've cash to spend,
I'm bound to go to the devil, and it's all the same in the end."

The songs are indeed in this respect those of a "Cheechako" or "tenderfoot." Such a philosophy, comforting as it may be to him who intends to have eternal companionship with the devil, has no message for him who out of his mistakes wishes to rise

" For once you've panned the speckled sand and seen the bonny dust."

to higher things. There is no room in a young, new country for despair, not even in one of its meanest inhabitants.

This is Mr. Service's worst fault, which will disappear as life will be seen by him in its proper perspective. In the meantime it is well to acclaim him as a true interpreter of the spirit of the Yukon. Wm. Briggs, Toronto, is the publisher of the "Ballads of a Cheechako."

One of the many thousand busy threshing scenes that during the past month have dotted the grain fields of the Canadian West and prepared the wheat crop for market.

Harvesting an abundant crop of excellent tobacco on a plantation at Kelowna, Okanagan Valley, British Columbia.
(Photos by G. H. E. Hudson.)

Kelowna, the Orchard City

ALL interested in the development of Southern British Columbia and who have watched the progress made by that extensive district in the production of fruit, have heard of Kelowna, the "Orchard City of the Okanagan," and which its people love to call "The City Desirable." Those who have heard of Kelowna will know something about the successes scored by the products of its orchards, among which may be mentioned the winning of the gold medal awarded by the Royal Horticultural Society and the sweeping triumph gained at the International Apple Show held last December at Spokane, Wash. On that occasion the forty-three boxes of fruit from Kelowna practically swept all before them, winning prizes aggregating in value $4,370, or the remarkable average of over $100 a box. The list of prizes won by Kelowna fruit during the past two years, if reproduced here, would fill this page. Kelowna, therefore, as a fruit-growing district is not in its experimental stage. It is far beyond that. Its reputation is established and its products have to be taken account of when considering the trade of British Columbia.

Driving through a young apple orchard at Kelowna.

Kelowna is beautifully situated on the shore of the famous Okanagan Lake, at a point about midway in its course, and to this fortunate situation is largely due its climatic conditions, most favorable to the growth of fruit and which contribute very materially to making the city one of the most desirable places of residence in the Pacific Coast country. The average rainfall of Kelowna is 13.27 inches; it is backed by ample supplies of water from the surrounding hills conveyed onto the land by ditches, etc.

An average for six years, 1901-1907, of the rainfall and snow, as recorded by the Government Meteorologist at Okanagan Mission, was as follows:

Average rainfall	-	-	13 27 inches.
" snowfall	-	-	38.00 "

As ten inches of snow equal one inch of rain, the total average precipitation is 17.07 inches of moisture. So Kelowna is by no means arid, and should there be any indication of drought, whilst others parch, the fortunate irrigator opens his headgate and secures a flow of life-giving water for his crops and orchard.

The general climate of Kelowna may be called ideal. Even during the strenuous winter of 1906-7, when zero weather was felt in the valley of an unheard of severity, there was not a case of even delicate peach trees being killed where they were properly dormant at the beginning of winter. Winter starts about Christmas; the cold is not trying and blizzards are unknown. Frequent chinook winds are agreeable visitors and sunny days are in the majority. Plowing should start about the 1st of March. Cool, lake winds in summer refresh the busy workers and the prostrating heat of the East is unknown. The dryness of the atmosphere makes even 90 in the shade feel pleasant and cool nights are always the rule.

Kelowna is well built and well governed. Its assessment roll amounts to $750,000, and the rate of taxation is 20 mills on the dollar. The streets are well constructed; an electric-lighting system is in operation, also a system of water supply.

The city is the central point and shipping depot for a large stretch of country in its own right, about 180,000 acres of farming land being adjacent, of which some 60,000 acres are now under irrigation or are irrigable and suitable for fruit culture. It has besides this, across the lake, a large tract of land of which it is, by virtue of its relative position, the shipping point. The city and the surrounding district are served by a daily boat service up and down the lake, which is nearly ninety miles in length by an average of two and a half miles in width. The steamers "Okanagan" and "Aberdeen" give a daily service in connection with the train service from Sicamous Junction. It is interesting to note that the "Okanagan" is the largest steamboat plying on inland waters in Canada, excepting the Great Lakes.

Kelowna is supplied with all the conveniences of town life and the facilities for carrying on trade that are to be found in any business centre either in the East or the West. The city already has a substantial and steadily-increasing industrial life. Its sawmills have an annual output of two million feet of lumber; the canning of fruit and vegetables is largely carried on and the products of the canneries have established a high reputation for excellence. There are also a brickyard and a cigar factory, the latter using leaf grown in the adjacent district. Of course,

fruit-packing is one of the leading industries and the one that will most likely occupy first place.

Looking somewhat ahead the people of Kelowna claim that their city offers business opportunities in a number of directions. "There are in the town," writes a resident, "three well-equipped hotels, which cater for the ordinary and transient trade. There seems, however, a splendid opening for a good residential hotel of the summer hotel type. This need not be entirely closed in winter as there are quite a few people who are drawn to Kelowna by the mildness of the winter, and who, like the many summer visitors, desire the accommodation offered by this type of hotel without the proximity to the business centre demanded by more transient guests.

Broom corn grows to perfection in the valley, and an ample supply of the best raw material would be assured a broom factory, which would have a wide market from east to west and could defy the competition of factories using broom corn imported from the United States.

Good opportunities exist for a fruit evaporating factory, cold storage plant and other allied industries."

The well-proven worth of Kelowna as a fruit-producing district is shown by the steadily increasing area planted with fruit trees. Every year new orchards are coming into bearing, but great as is the supply of fruit there is no danger, for many years if ever, of it overtaking the demand, for the market is not only a most extensive one but it consists of that part of Canada

Okanagan Lake shimmering in the autumn sunshine.

dustry has been carried on for the past twelve years, increasing all the time. Okanagan can compete on an equality with Cuba and the best American tobacco lands. A leaf suitable for the

A bit of Kelowna landscape showing farm house and orchard.

highest grade cigars is grown and cured in the Valley, and the high praise it has won from the trade and leading experts in the tobacco world is encouraging to the growers. The crop is a clean, easy one to grow, and the returns per acre are most satisfactory.

An idea is prevalent that British Columbia is all mountains and the valleys very few. More properly stated, it is "a sea of valleys." People also think that there can be no land left in the Okanagan; because so many people have gone there it must be "full up." This is not so by any means. There are thousands of acres suitable for fruit and general farming, and not under cultivation at present, in the neighborhood of Kelowna. A family can live on five acres, and ten acres will keep a man and family busy all the year round. There is room for 10,000 more fruit ranches and farms, and each farm means a family.

The export trade of Kelowna is yearly growing, notwithstanding the increasing home demands of a large resident and comparatively non-producing class. C. P. R. freight records show an increase of over 40 per cent in export shipments in 1907 over 1906, or 10,000,000 lbs. against 7,000,000 lbs. The export trade in 1905 was 5,000,000 lbs. This shows that in three years the export trade has doubled. Express shipments have increased in like manner. The import trade for 1907 showed an increase

in which the greatest development is taking place. That home market consists of the Central West, Alberta, Saskatchewan and M[illegible] of the Admiralty to prevail. So, realizing this, they prepared their minds to adopt that plan which offered the greatest assistance to Imperial defence, whilst at the same time fulfilling colonial aspirations. The triumph of the Conference is the success with which the patriotism of Australia and New Zealand has been used to admit of these colonies doing what each desires in a way which [illegible] strengthens the Imperial navy in the East. How has this been done? Australia, like Canada, wanted to build up a fleet of her own, whilst New Zealand preferred to contribute to the Imperial fleet. The danger of weak, local fleets is obvious. They might be an actual weakness rather than strength in time of war. In order that the Australian fleet might escape the danger of being a purely local squadron, the Conference decided to re

H. M. Destroyer "Ure," one of the "river" class of destroyers, of which Canada and Australia are to provide three each.

ment of about 550 tons and a speed of 25½ knots. They will be turbine-driven and will be able to carry about 130 tons of coal or a large quantity of oil fuel. It is understood that Canada will order three, at least, of these boats. We rejoice in this beginning of a Canadian navy.

HIS voice in the India Council had been ever for peace, said Lord Kitchener in the course of his speech delivered at the banquet given in his honor at Simla on the occasion of his relinquishing his post as Commander-in-Chief in India. Lord Minto, Viceroy of India and recently Governor-General of Canada, proposed the toast of the retiring Commander-in-Chief's health. In the course of his remarks Lord Minto stated that he believed that

Some Reasons
WHY
Canada is the best country in the world

1. It stands for peace.

The only conquest the Canadian people are ambitious to make is the conquest of the vast resources of their own country.

2. It has perfect self-government.

The Canadian People in their own Parliament make their own laws and impose and spend their own taxes.

3. It is the best governed country.

Justice is fairly administered ; life and property are secure ; law and order are maintained.

4. It is a country of civil and religious liberty.

No one church dominates. All denominations have churches in every section.

5. Its educational institutions are of the highest standard.

Schools, colleges and universities are to be found in both the most densely and the most sparsely populated districts. Education is free and no child need be ignorant.

6. It is rich in agriculture.

Its grain and fruit, its live stock and dairy products are unequalled in quality. Its Government Experimental Farms, its agricultural colleges and institutes are unsurpassed.

7. It is rich in mineral wealth.

Iron, coal, gold, silver, copper, nickel and asbestos abound in enormous quantities.

8. Its timber lands are practically inexhaustible.

Almost every kind of wood known to the temperate zone grows here to perfection and in abundance.

9. Its fisheries are the richest in the world.

Both the ocean and the inland waters of Canada are teeming with the best varieties of commercial fish.

10. Its land laws are most liberal.

11. It has the largest area of navigable inland water.

Its lakes and rivers furnish available water-power greater than is possessed by any other country.

12. It has competitive railway lines in almost every section.

In proportion to population its means of land transportation are greater than most countries possess.

13. It is advanced in its laws regarding

The suppression of vice and the observance of the Sabbath ; respecting labor disputes, combines in trade, and for the regulation of railways by an independent commission.

14. Its people are sober, industrious and law-abiding.

Of all English-speaking countries it spends the least on intoxicating liquors.

15. It has the grandest and most charming scenery.

No other country offers equal attractions to tourists and pleasure-seekers.

16. Its climate is most healthful and invigorating.

Its vast extent of territory gives great variety of climate, but everywhere it is a land of sunshine.

17. It possesses compelling attractions for sportsmen.

In all its waters game fish abound and in every Province game is plentiful.

18. It offers the most profitable field for the establishing of industries.

Raw material is abundant, water-power and coal are plentiful and skilled labor is easily obtained.

19. It has the smallest percentage of poor.

The means of livelihood are large enough to ensure all who are industrious and prudent a home and abundance.

20. It offers homeseekers unequalled opportunities.

Driving through a young apple orchard at Kelowna.

situation is largely due its climatic conditions, most favorable to the growth of fruit and which contribute very materially to making the city one of the most desirable places of residence in the Pacific Coast country. The average rainfall of Kelowna is 13.27 inches ; it is backed by ample supplies of water from the surrounding hills conveyed onto the land by ditches, etc.

An average for six years, 1901-1907, of the rainfall and snow, as recorded by the Government Meteorologist at Okanagan Mission, was as follows :

Average rainfall	- -	13 27 inches.
" snowfall	- -	38.00 "

As ten inches of snow equal one inch of rain, the total average precipitation is 17.07 inches of moisture. So Kelowna is by no means arid, and should there be any indication of drought, whilst others parch, the fortunate irrigator opens his headgate and secures a flow of life-giving water for his crops and orchard.

The general climate of Kelowna may be called ideal. Even

which it is, tue of its relative position, shipping point. The city and the surrounding district are served by a daily boat service up and down the lake, which is nearly ninety miles in length by an average of two and a half miles in width. The steamers " Okanagan " and "Aberdeen " give a daily service in connection with the train service from Sicamous Junction. It is interesting to note that the " Okanagan " is the largest steamboat plying on inland waters in Canada, excepting the Great Lakes.

Kelowna is supplied with all the conveniences of town life and the facilities for carrying on trade that are to be found in any business centre either in the East or the West. The city already has a substantial and steadily-increasing industrial life. Its sawmills have an annual output of two million feet of lumber ; the canning of fruit and vegetables is largely carried on and the products of the canneries have established a high reputation for excellence. There are also a brickyard and a cigar factory, the latter using leaf grown in the adjacent district. Of course,

Notes of the Empire

"Canada and the Empire is our politics."

SINCE Confederation, no event in the history of our country has been so important as the Imperial Defence Conference, the outcome of which is the decision of Canada to commence to build up a navy of her own. Readers of this magazine need not be told that this result is, in its leading principle, what we have steadily advocated during the past four years. We saw, long before it was apparent to most in Canada, that Great Britain could not much longer bear alone the enormous burden of Imperial defence, and we urged the Government to make a beginning in building-up a Canadian fleet for the defence of our own shores, to relieve the Mother Country of that much of her naval responsibility. It needed the naval debate in the Imperial House of Commons this spring to bring home to the people of the British race beyond the seas just how serious and imminent was the menace of Germany.

AT the Imperial Defence Conference, which sat in London six weeks ago, the point at issue was not whether the colonies should assist in Imperial defence, but how they should do it. The view of the British Admiralty was that the greatest assistance could be rendered by the colonies placing ships of their own, under the control of the British Admiralty, in the waters around the Mother Country. And strategically and theoretically this was unquestionably the correct view. The independence of Canada and Australia is just as likely to be ended by a battle on the North Sea as off Sydney or in the Gulf of St. Lawrence. But political reasons made it impossible for the view of the Admiralty to prevail. So, realizing this, they prepared their minds to adopt that plan which offered the greatest assistance to Imperial defence, whilst at the same time fulfilling colonial aspirations. The triumph of the Conference is the success with which the patriotism of Australia and New Zealand has been used to admit of these colonies doing what each desires in a way which greatly strengthens the Imperial navy in the East. How has this been done? Australia, like Canada, wanted to build up a fleet of her own, whilst New Zealand preferred to contribute to the Imperial fleet. The danger of weak, local fleets is obvious. They might be an actual weakness rather than strength in time of war. In order that the Australian fleet might escape the danger of being a purely local squadron, the Conference decided to remould the Pacific squadron of the Imperial navy so that it will comprise three separate units in the (1) East Indian, (2) Australian and (3) China Seas, each consisting of a large cruiser of the latest "Indomitable" type (20,000 tons), three second-class cruisers of the "Bristol" type (4 800 tons), six destroyers of the "river" class and three submarines. Australia will supply the unit in her own seas of this new squadron. Sydney will be its headquarters and a great arsenal and dockyard will be developed there. New Zealand will substitute an "Indomitable" for the "Dreadnought" she so generously offered to the British navy, and this vessel when built will be placed on the China unit in the China sea with Hong Kong, probably, as its base. Now this clever method of uniting the varied wishes of Australia and New Zealand in a comprehensive plan for the "policing" of the Eastern world, represents, as we have said, the triumph of the Conference.

Sir John Fisher, the executive head of the British Navy since October, 1904, who directed the recent Imperial Naval Defence Conference.

H. M. Destroyer "Ure," one of the "river" class of destroyers, of which Canada and Australia are to provide three each.

AND what is our country going to do? We rejoice that we are to commence to build up a fleet of our own. We are to commence with small cruisers, probably of the "Bristol" class, and some destroyers. The cruisers will have a heavy armored deck, will be driven by turbine engines of the Parsons type and will steam at 25 knots. Each ship will probably carry two 6-inch guns (160 lb. projectile) and will have two torpedo tubes. They are ships admirably suited for commerce protection and should prove good sea boats. The "river" destroyers (so-called because they are named after rivers) are good sea-going craft, with high forecastle and have a displacement of about 550 tons and a speed of 25½ knots. They will be turbine-driven and will be able to carry about 130 tons of coal or a large quantity of oil fuel. It is understood that Canada will order three, at least, of these boats. We rejoice in this beginning of a Canadian navy.

HIS voice in the India Council had been ever for peace, said Lord Kitchener in the course of his speech delivered at the banquet given in his honor at Simla on the occasion of his relinquishing his post as Commander-in-Chief in India. Lord Minto, Viceroy of India and recently Governor-General of Canada, proposed the toast of the retiring Commander-in-Chief's health. In the course of his remarks Lord Minto stated that he believed that

every soldier present would agree that Lord Kitchener's decentralization of hitherto congested work by devolutions of responsibilities of command had placed the army administration on a sound and workable footing, and would bequeath to India better trained, equipped and paid troops than she had ever possessed before. The task had been a hard one, and he congratulated the Commander-in-Chief on its successful completion. In the course of his reply Lord Kitchener remarked that no Commander-in-Chief sitting at the Viceroy's Council and helping to shape the destiny of the Empire could fail to feel that peace with honor was the greatest of all blessings. It was the bounden duty of every Commander-in-Chief to strive for readiness in war, but never to fritter away the resources of the country in unnecessary military adventures. No higher tribute could be paid to the Indian army than that contained in Lord Kitchener's concluding sentence, in which he said: "I am deeply sorry to leave the army, which is second to none in loyalty to its Sovereign and in discipline, efficiency and devotion to its profession."

A busy autumn scene at a Western elevator when the farmers are turning their grain into money.

Notes of the West

AT the close of the meeting of the British Association for the Advancement of Science held in Winnipeg, Professor F. S. Kipping, F. R. S., in responce to a request for his impressions of Manitoba's capital, replied;

"This city is much finer than I was led to believe from photographs and descriptions, especially the residential part. You do not here, as is sometimes the case in England, hide your gardens behind high walls and hedges but leave them open to the street. The whole city too, is beautifully treed. The architecture shows great diversity. "One thing," went on Prof. Kipping, "that impressed me very deeply is the open hospitality of the Winnipeg people—the way in which they have placed their house at the disposal of strangers. It is not alone due to the fine weather of the past week that I have enjoyed my stay in Winnipeg. Nobody—and I voice the opinion of many of my colleague—could have been more kind and considerate than the citizens who have received the association visitors as guests in their own houses. "Your street-car service, too, is also a very striking feature. In this connection, I may say that the service here is almost as cheap as it is in England. The fare there is one penny, but the rides one gets here for two-pence-halfpenny are enough longer to equalize the difference in the charge. Especially enjoyable are the trips by tram to the different parks.

I have visited the Agricultural college, and noted with surprise the large enrolment of students. There are not many such colleges in England with three hundred students in attendance at one time."

Speaking of the culture of Canadians, Prof. Kipping said: "I have heard several papers read by Canadians, and was much struck with the fluency of expression and the complete command of words and oratory."

After referring to the frank cordiality and ready goodfellowship he had noticed among westerners, the professor observed finally: "I think your climate ought to be boomed as one of the chief attractions of this country. Is is as bracing as that of a Swiss mountain top."

One of the most interesting papers read at the Convention of the Canadian Forestry Association held recently in Regina was that by Mr. Angus Mackay, Superintendent of the Indian Head Experimental Farm, his subject being "Tree Planting on the Prairies". The results of his experiments, as given in his address, are that the native maple is a very unsatisfactory tree in some respects; its propensity to send out suckers from all parts of the trunk being a constant cause of trouble when grown singly; though when used for hedge purposes the suckering is an advantage. The ash may be considered one of the best trees yet obtained for the prairies, its only fault being its lateness in leafing out in the spring, and earliness in losing them in the fall. Native or American elm for street or avenue purposes are the most satisfactory yet secured, their only fault being the liability to have branches broken in heavy windstorms. Dakota cottonwood has so far proved a good avenue or shade tree on the experimental farm. This variety is easily propagated from cuttings, and, except the Russian poplar, surpasses all others in growth. Russian poplar, which at one time gave promise of being a valuable variety for this country, has for some years been injured by a fungus disease which makes the trunk unsightly and eventually kills the tree. The native birch which grows in many sections of the prairie, is well worthy of extensive growth, both for ornamental and commercial purposes. This is usually abundant each year. The cut-leaf birch is quite hardy, and the most beautiful tree to be found in all Canada. Mountain ash which in the early years was extremely tender, is now quite hardy and at all seasons one of the most beautiful trees that can be grown. In the summer with its white flowers, or in the fall with the large clusters of red berries, it is especially attractive. In the evergreen family, the Scotch, jack and stone pine, Rocky mountain, Norway and white spruce, and balsam fir are quite hardy. Tamarack or larch, both native and European, is hardy, also nearly all the Arbor Vitae (cedar) family, but the latter are very slow growers.

In the twenty years of tree-growing on the experimental farm, cultivation has been the main reliance towards success. With a few exceptions, water has never been used, even in the dryest seasons. In all cases the land was prepared the year before planting; either by breaking and backsetting if new, or by summer-fallow, if old. In no case has failure occurred with either of these preparations when the trees were in proper condition at the time of planting. The last week in April or the first two weeks in May have been found the best time to plant deciduous trees. Late in May has given better results with evergreen varieties, on account of the strong and warm winds prior to that time injuring the leaves or needles.

In propagating trees from seed, maple, ash, elm

and birch are the only varieties attempted on a large scale. Elm ripens its seed early in June, and should be gathered at once and sown shallow as soon as dry. The other varieties come in about the time of wheat harvest, or early in September. Ash and birch should be sown late in the fall or early spring, with no danger of being winter-killed. Maple can be sown in the fall with considerable risk of being killed, or can be sown early in May with safety. When fall sowing succeeds, as it has done for some years back, the growth of the young plants over the spring sown, is very marked. A wise plan is to sow both in fall and spring.

Old Fort Whoop-up, 1874, near Lethbridge, Alta.

Mr. J. Winston Henderson, one of the large grain dealers of Chicago, recently made an extended tour of the Canadian West. During his stay in Brandon, Man., he paid a visit to the surrounding country, as well as to the experimental-farm. He was particularly well pleased with the condition of affairs at the latter place and had many good things to say of the crop, as well as the farm generally. "This is not my first trip through Western Canada, by any means," he said. "I have been through the West upon several occasions, but I certainly never came through before when such a glorious harvest was being reaped. Threshing in the West, a little beyond Brandon, is going ahead with all possible speed, and the grain is turning out satisfactorily. It seems to be for the most part of a rich color and plump in size. I think the majority of the crop should grade up to No. 1 Northern in any case." Mr. Henderson said that since his first trip through Western Canada a great change had taken place. A few weeks ago he had driven over miles and miles of country that at one time was some forty or fifty miles from the railway but which is now intersected with roads in all directions, affording farmers close markets and, therefore, greater profit. Speaking of Brandon, he had also something good to say about the difference noticea[ble] there. Every time he returned to the West he [found] he noticed some new outstanding feature in the [city] that proved the people of Brandon were alive [to] date, and thoroughly awake to their opport[unities].

An interesting picture of old Fort Wh[oop-up] near Lethbridge, Alberta, is here reproduced. It was the most important of all the whiske[y] posts in the Canadian West. The sale of [liquor] to the Indians was as lucrative as it was da[ring] in the lawless days of the sixties. Ameri[can] traders came up over the border from Fort [Benton] with supplies, which they doled out to th[e] Indians at exorbitant prices. Furs, robes, horses, feet, Crees and Assiniboines for their valua[ble] buffalo skins. Fights were common and m[urder] illicit trader left his bones to bleach alongs[ide] buffalo's on the prairie. Forts Kipp and W[hoop-] up were permanent camps erected by the [traders] daring of these traders. Whoop-up—so-calle[d] because one trader described himself as "Whoopitup it-up" at this particular spot, so rich was the ha[r]vest of trade—was a regular stockaded fort with a gun mounted at each corner. (One of these weapons can now be seen in the garden of Mr. Higinbottom at Lethbridge.) In the lawless days described by Captain Palliser and others, these camps were the centres of the worst kinds of villainy and crime. It was to suppress them that the North-West Mounted Police was formed. When in the autumn of 1874, after their arduous march across the unknown prairie, the first body of this famous force reached the neighborhood of the fort, they lost their way and were only guided to their objective point by the famous half-breed, Jerry Potts, one of the most interesting characters of the early days in Southern Alberta. When they found that the long-expected force had really come, the traders showed no resistance. All the illicit spirit had been got rid of and from the arrival of the N. W. M. P. lawlessness disappears from the annals of the Canadian West. The old fort building stood practically intact well into the eighties and was at one time occupied by an amusing character, Dan Healy. There was a great fireplace in the corner of the chief living-room and an acquaintance of the writer, who often went to Whoop-up when Dan was there, had many a chat with him as the cup that cheers and also inebriates passed across the hearth. His squaw and their half-breed child were the only other occupants. On one occasion when he called, Dan would not smoke as usual. Enquiring the reason Dan said that he had given it up because it was making the child's face black! When it ceased to be inhabited the building fell into decay, and the last of it was washed away by the swollen river some six or seven years ago in June, after extraordinary rains which lasted seventeen days. If any of our readers have any information about Whoop-up in the earlier days before the police came we should be glad to receive it.

The branch of the Merchants Bank of Canada at Lacombe, Alberta.

During their recent tour of inspection in the West Sir. Charles Rivers-Wilson, President of the Grand Trunk Railway Co., and Chas. M. Hays, General Manager, and also President of the Grand Trunk Pacific Railway Co, in the course of an interview spoke of the progress being made in the construction of their transcontinental system and hinted at future developments. "The line," said Mr. Hays, "is now built to a point 65 miles east of Edmonton, and contracts have been let for all of the line between Winnipeg and Prince Rupert with an exception of 400 miles. The rock work on the first hundred miles east of Prince Rupert is now completed, and the first boatload of steel has reached the terminus. The track will be laid on this hundred miles this fall. We expect there will be a mixed passenger service instituted between Winnipeg and Edmonton early in October."

"What effect will the completed line have as regards Winnipeg?" was asked.

"Well, naturally, the addition of a new railroad would have a beneficiary effect upon any city, but an added benefit should be given to Winnipeg because of its position on the line half way from coast to coast. We have just come over the road from Edmonton, and everywhere we find prosperity, prosperity, and more prosperity. The new towns have shown marvellous growth since I was over the line a year ago, and all of them will be tributary to Winnipeg. All freight and passenger service from coast to coast over the shortest line across the continent must pass through Winnipeg. Take the halibut fisheries at Prince Rupert, which are upon a most extensive scale. The fish is at present sent around by boat to Vancouver, and from there distributed as far east as the New England States. Upon the completion of the line these will be rushed through by refrigerator car."

"When we drove [illegible] line from Ed-[illegible]

From whence come our dairy products.

The Province which appears to give promise of the greatest development in the future is Alberta, where a flourishing creamery industry has already been established. The cheese output of Prince Edward Island will show an increase of 25 per cent this year. On the whole, the dairying industry of Canada is in a healthy, flourishing condition notwithstanding the decline in the export trade.

The Visitor of the Month

BRITONS dearly love a personality. It is more to them than a person and when the traditions of ages are bound up in one man the fullest meed of admiration is his. Lord Charles Beresford, or to give him his popular title, "Charlie Beresford," seems to embody in his jolly person the qualities which have long characterized the British sailor and caused him to triumph in the past. Rough and rugged, square-set like an old full-master, jovial, strong and hearty, from every turn of the head and swing of the body sheer physical strength and salt-sea freshness are exhaled. When one hears that hearty laugh it is like an Atlantic gale. When that great, big voice speaks it is as the trumpeting of the wind among the rigging. His rolling gait suggests the course of a man-of-war through the trough of the mighty deep. Beresford is purely a British institution, the naval demi-god, worshipped and adored.

His visit to Canada was significant and fitting. A young country is pulsating with the thoughts of her future greatness as a self-governing nation in a world-wide Empire. How desirable a thing that one who has spent his energy in the life service of the Empire should tender to her words of wisdom. He came to this country somewhat discredited. His recent indictment of the policy of the rulers of the Navy is fresh in the public mind. Shortly after leaving the Channel Fleet he addressed a letter to the Prime Minister of Great Britain. The purport of the letter ran thus: "To the effect that from April 15th, 1907, when he assumed command of the Channel Fleet, down to the date of his letter to the Prime Minister (April 2nd, 1909), the Admiralty's arrangements for war were inadequate to en-

Lord Charles Beresford.

At the close of the country." He continued—"The fleets in ciation for the Advancement in readiness for war, and in Winnipeg, Professor F. S. Kipping, M. A., in responce to a request for his impressions of Manitoba's capital, replied;

"This city is much finer than I was led to believe from photographs and descriptions, especially the residential part. You do not here, as is sometimes the case in England, hide your gardens behind high walls and hedges but leave them open to the street. The whole city too, is beautifully treed. The architecture shows great diversity. "One thing," went on Prof. Kipping, "that impressed me very deeply is the open hospitality of the Winnipeg people—the way in which they have placed their house at the disposal of strangers. It is not alone due to the fine weather of the past week that I have enjoyed my stay in Winnipeg. Nobody—and I voice the opinion of many of my colleague—could have been more kind and considerate than the citizens who have received the association visitors as guests in their own houses. "Your street-car service, too, is also a very striking feature. In this connection, I may say that the service here is almost as cheap as it is in England. The fare there is one penny, but the rides one gets here for two-pence-halfpenny are enough longer to equalize the difference in the charge. Especially enjoyable are the trips by tram to the different parks.

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readiness of the Mediterranean Fleet at the time the Russian Fleet fired on the trawlers in the North Sea. He was at Gibraltar then and made the startling announcement that the Mediterranean Fleet was unable to proceed at once to sea as the ships had not sufficient coal in their bunkers. The final paragraph of the sub-committee's report is ominous reading: "We have been impressed with the differences of opinion amongst officers of high rank and professional attainments regarding important principles of naval strategy and tactics, and they look forward with much confidence to the further development of a Naval War Staff, from which the Naval members of the Board and Flag Officers and their staffs at sea may be expected to derive common benefit."

Let the position be left at that and turn to the significance of Lord Charles Beresford's visit and the formation of a Canadian Fleet. The writer heard the first expression of opinion delivered in Canada by Beresford on our naval question. One could not help being struck by the earnestness with which he appealed for a squadron of small craft. This, strange to relate, was the very weakness which he pointed out in his letter to Mr. Asquith. His words were: "The deficiency in the important units of small craft and destroyers constituted a grave weakness." On that Saturday morning, standing in his private car at Montreal before setting out for Toronto, he maintained that small craft were absolutely necessary to preserve the trade route between Canada and Britain. He maintained that "Dreadnoughts" were only for going along with a fleet and home defence, but on the highways of the sea where the real naval battles would be fought, small craft were indispensable. It is thus a matter for gratification that the plans for Canada are that she should make a start with cruisers of the "Bristol" class and destroyers of the improved "river"

d Charles Beresford has been vindicated ti[illegible]en justified. His speeches at Toronto quite nd the epitome of good sense. To a beautiful ey come as a call to arms and an with its e cannot flirt with danger. As of clusters Alexandria, so to-day in a more In the e s not only to avoid the mistakes of pine, Re and bald it by them.

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d held that a union of the five English-speak-world would ensure universal peace.

The Canadian Dairying Industry

By J. A. RUDDICK, Dairy and Cold Storage Commissioner

J. A. Ruddick, Dairy and Cold Storage Commissioner.

THE dairying industry is one of Canada's greatest sources of wealth. This statement is justified by the fact that the total value of milk produced in Canada for direct consumption and for the manufacture of butter, cheese and condensed milk, amounts to nearly $100,000,000 annually.

A very important point in this connection is the further fact that, while we recover with the aid of the gentle cow this large amount of wealth from Mother Earth by the transmutation of pasturage and fodder crops into milk, the soil is not seriously impoverished in the process, as it would be if the large number of live stock necessary to produce so much milk were not kept on the farms. In a country like Canada where agriculture is the basis of so much wealth, this question of the conservation of soil-fertility is fundamentally important.

The dairying industry falls naturally into two divisions. First, we have what is generally referred to as "private" dairying, which includes the production of milk for direct consumption and for the manufacture of butter on the farms, such butter being known in the trade and defined by law as "dairy" butter. The value of the dairy butter produced annually in Canada is estimated to be fully $23,000,000, while that of the milk used for direct consumption, including cream, ice-cream, etc., amounts to something like $37,000,000. There is practically no cheese manufactured on Canadian farms.

As distinguished from private dairying, we have in Canada the "factory" system, in which the individual producers of milk deliver their raw product to the cheese factory, the creamery or the condensed milk factory. The economy of labor, the employment of skilled buttermakers and cheesemakers, the use of special apparatus, the uniformity of the product and the facility in marketing have combined to make the factory system popular in this country.

The combined value of the creamery butter and factory cheese has shown some decrease in recent years, but it still totals about $33,000,000 a year in value. Add to these figures $1,000,000 for condensed milk and we have the respectable total of $94,000,000.

The exports of butter, cheese and condensed milk from Canada for the year ending March 31st last, were valued, in round figures, at $22,000,000, a decrease of nearly $10,000,000 as compared with the record year of 1903.

This decline in the exports must not be taken to indicate a permanent or general decline in the industry. The seasons of 1907 and 1908 were very unfavorable for the production of milk, and winter feed was so scarce in many districts that a large number of cows were put to the block. In Ontario alone we find that the number of milch cows on July 1st, 1909, was 1,075,496—a decrease of 76,000 as compared with the return of 1907; and yet it is a fact that dairying in Ontario is being prosecuted with more vigor than it ever has been before. The number of young heifers coming on are believed to be in excess of what they have been for several years. There is a strong movement also for the improvement of dairy herds all over Canada, which is bound to have a very marked effect on the production of milk in the years to come.

The decline in the exports is easily accounted for by the increased home consumption. The increased population, the more general use of milk as an article of diet, and the larger consumption of butter owing to improved quality, have all been factors in widening the home market.

Some dairy product-producers of the future.

We have been in the habit of estimating the growth and volume of our dairy industry by the figures of the export trade, because these are the only statistics available from year to year; but when we consider that the exports do not amount to more than about 25 per cent of the total production, it must be admitted that a better basis for estimating the value and extent of the dairy industry must be adopted.

The Census of Dairy Production for 1907 shows 4,355 cheese factories and creameries in Canada. Of this number 1,284 are in Ontario and 2,806 are in Quebec, which leaves 265 establishments fairly evenly distributed throughout all the other Provinces.

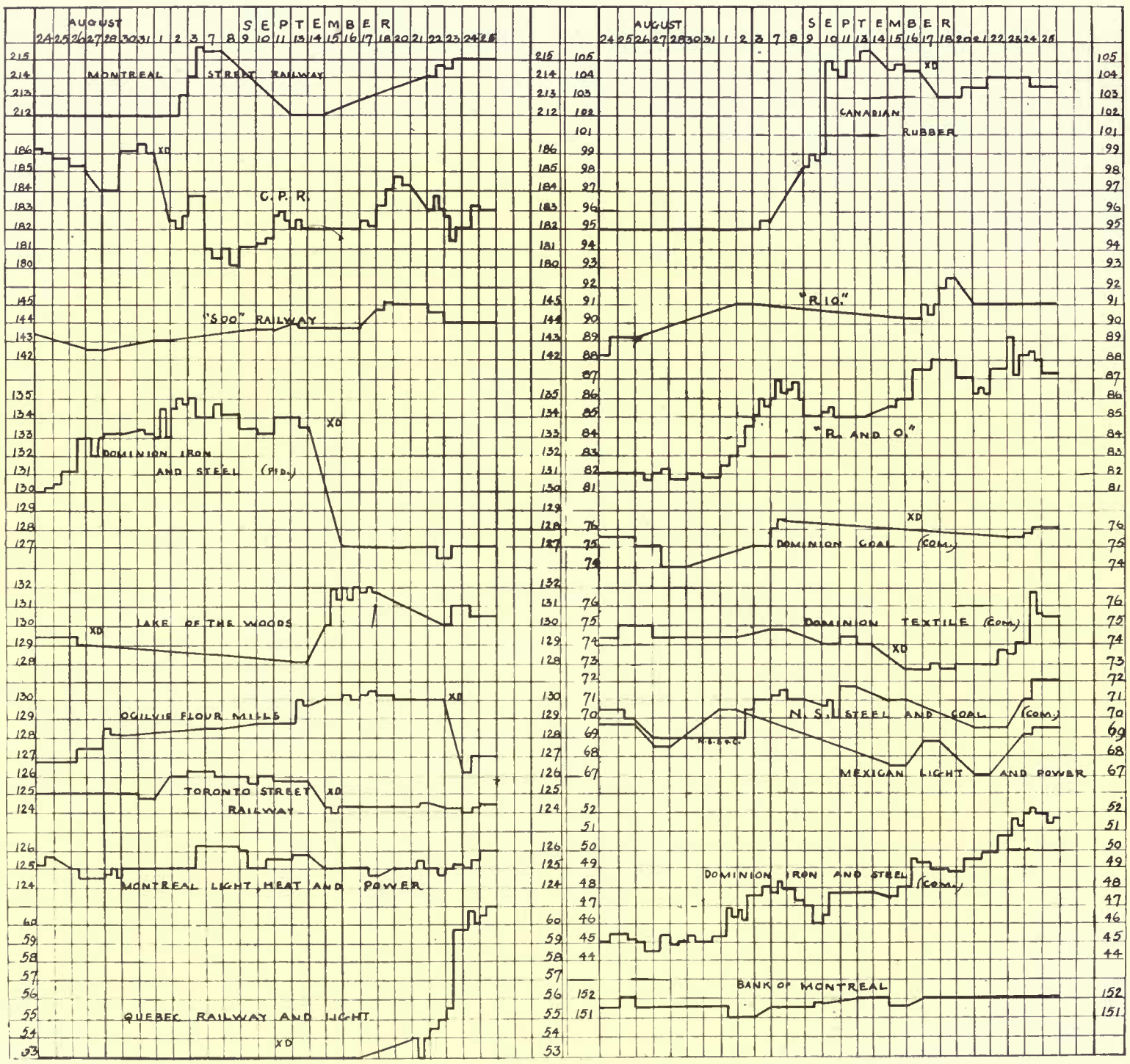
From whence come our dairy products.

The Province which appears to give promise of the greatest development in the future is Alberta, where a flourishing creamery industry has already been established. The cheese output of Prince Edward Island will show an increase of 25 per cent this year. On the whole, the dairying industry of Canada is in a healthy, flourishing condition notwithstanding the decline in the export trade.

The Trend of the Markets

DURING SEPTEMBER

A DAILY RECORD OF THE FLUCTUATIONS DURING THE MONTH



Compiled exclusively for CANADIAN LIFE AND RESOURCES

The Cement merger.

Through September again, at least through the first three weeks, the home Canadian markets pursued a dignified course. The trading was quiet and entirely rational, no wild fluctuations being seen. The general level of prices is not materially different from that prevailing in the last two months. However, though the markets have been free from undue excitement, several interesting financial episodes came to pass. One interesting event was the flotation of the Cement merger. The Canada Cement Co , a consolidation of a number of the leading producing plants of Canada, offered $5,000,000 of 7 per cent cumulative preference stock at 93, the stock to carry a bonus of 25 per cent par value in ordinary shares. Only $1,800,000 of the amount was open to general subscription, as $3,200,000 were taken firm, and allotment therefor guaranteed. The prospectus estimates the annual net earnings at $1,900,000, against which come $300,000 of interest on $5,000,000 bonds, $100,000 of sinking fund on bonds and $735,000 preferential dividends, leaving a prospective $765,000 available for the $13,500,000 common stock.

Cash assets are strong.

The banking institutions are now so strong in cash assets that they can undertake operations of this kind without fear of bringing about strained conditions in the money markets. As the two ashestos consolidations also are of very recent occurrence, the probability is that for the underwriters and for subscribers to the issues the banks are now carrying a considerable amount of loans.

Then there is the carriage merger to be considered. When all these are taken into account it represents quite an important movement towards industrial concentration. One effect is to place the industries on a sounder basis and to open for their securities a better market in London. Possibly, also, in some cases, when they have been in operation awhile, consumers may be called on to pay somewhat higher prices for the articles produced or controlled by the combinations.

The C. P. R. statement.

The annual report of the Canadian Pacific Railway, as was expected, furnished satisfactory reading for the stockholders, even though the net earnings did not increase quite to the extent that had been hoped for. It was known beforehand that the gross earnings were roundly $5,000,000 better than in 1908. Net earnings were $22,955,572, as against $21,792,366 in the earlier year. Some critics have pointed out that a large part of the increased operating expenses took place in the items of transportation and general expenses, and that the showing is on that account somewhat unfavorable. However, in maintenance of way and maintenance of equipment taken together there is an increase of approximately $1,400,000, and doubtless that sum covered some substantial betterments to the physical condition of the road. There is a certainty of large increases of gross earnings during the fall and winter ; and no doubt the stockholders are hoping that a satisfactory proportion thereof will be saved for net revenue.

Dominion Iron dividends.

Dominion Iron has been one of the local stocks to show considerable activity, and it has risen some five points over the level of a month ago. The holders of the

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preferred have just had another instalment of their dividends announced. As it amounts to 7 per cent there was some discussion as to whether it should be taken as a further payment on the defaulted dividends or as a resumption, in effect, of the regular payments. The executive did not commit itself definitely to regular payments. But it is understood that the settlement with the Dominion Coal Company will furnish the wherewithal for the liquidation of most, if not all, of the back dividends, and the street confidently expects that the earnings of the company will henceforth easily permit the distribution of at least 7 per cent per year and so prevent the arrears from increasing.

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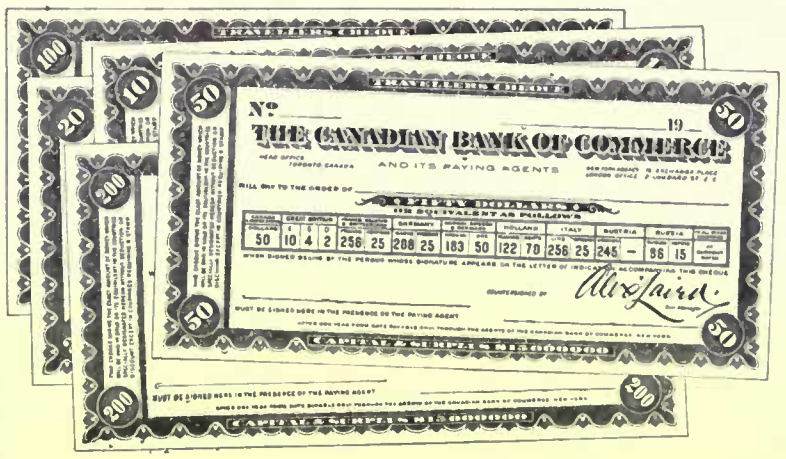

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Cobalt Stocks.—Sept. 30th, 1909.

Name.	*Capital.*	*Price.*
British American	$3,000,000	.07
Chambers Ferland	2,500,000	.50
Cobalt Lake	5,000,000	.15
Cobalt Central	4,000,000	.29
Coniagas	4,000,000	....
Crown Reserve xd	2,000,000	5.00
City of Cobalt	1,500,000	.60
Dr. Reddick	2,000,000	....
" pfd	500,000	....
Everett Lake	1,500,000	.10
Farah	2,000,000	.37
Floyd	2,000,000	.09
Foster	1,000,000	.51
Green Meehan	1,500,000	.14
Hyland	500,000	....
Black Mines Cons., Ltd	3,000,000	.30
Kerr Lake	3,000,000	9.10
La Rose xd	7,500,000	7.80
Little Nipissing	1,000,000	.24
McKinley Darragh	2,500,000	.93
Nipissing xd	6,000,000	12.45
Nova Scotia	2,000,000	.54
Otisse Currie	1,500,000	....
Peterson Lake	3,000,000	.33
Progress	500,000	....
Right of Way	500,000	....
Silver Alliance	1,000,000	.45
Silver Queen	1,500,000	.36½
Silver Leaf	5,000,000	.15¼
Trethewey	1,000,000	1.50
Temiskaming	2,500,000	.92
Union Pac. Cobalt	3,500,000	.18

TOTAL DIVIDENDS.—June 30th, 1909.

Nipissing	$2,940,000
La Rose	2,134,194
Kerr Lake	1,140 000
Coniagas	1,040,000
Temis. and Hudson Bay	1,053,546
Crown Reserve	884,407
Temiskaming	525,000
Buffalo	477,000
McKinley-Darragh	471,856
Silver Queen	315,000
Trethewey	311,998
Right of Way	294,673
Cobalt Central	189,460
City of Cobalt	139,376
Total	$11 916,510
O'Brien (privately owned)	1,600,000
Drummond "	500,000
Grand total	$14,016,510

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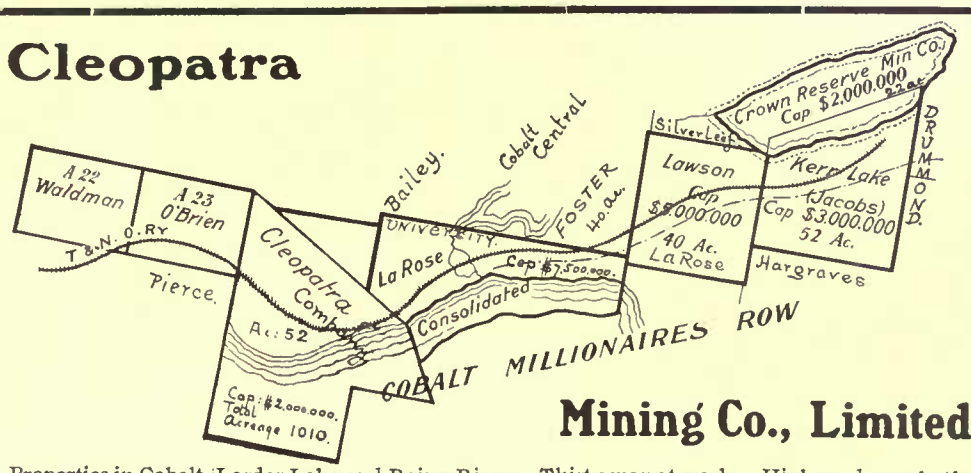

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British Columbia's Attractions.

AN article in this issue gives an account of Kelowna as a fruit producing country; but Kelowna is only one district in the Okanagan Valley and Okanagan Valley is only one district in Southern British Columbia, and even outside the southern portion of the Province there is a large area well adapted by reason of soil and climate to agriculture and fruit-growing.

The agricultural and pastoral lands are not restricted to a small proportion of the total acreage, for Professor Macoun, after personal investigation on the ground says: "The whole of British Columbia, south of 52 degrees and east of the Coast Range is a grazing country up to 3,500 feet, and a farming country up to 2,500 feet, where irrigation is possible." This is a most important statement and its truth is being confirmed by the pratical experience of settlers who have established themselves in the country. Within the boundaries thus roughly defined by Professor Macoun the capabilities of the soil are practically unlimited. All of it that is not too elevated to serve only for grazing purposes will produce all the ordinary vegetables and roots, much of it will grow cereals to perfection, while everywhere the hardier varieties of fruits can be successfully cultivated. As far north as the 55th degree it has been practically demonstrated that apples will flourish, while in the southern belt the more delicate fruits, peaches, grapes, apricots, etc., are an assured crop. Roughly estimated, the extent of these fertile lands may be set down at one million acres, but this figure will probably be found far below the actual quantity, capable of cultivation when the country has been thoroughly explored. The anticipation of such a result is justified from the fact that at several points in the mountains, even in the unpromising looking localities, where clearing and cultivation have been attempted it has proved successful. In several instances also, bench land, pronounced only fit for pasturage by "old timers," has been broken and cropped with very satisfactory results. The agricultural lands just mentioned are located as follows:

	Acres.
Okanagan	250,000
North and South Thompson Valleys	75,000
Nicola, Similkameen and Kettle River Valleys	350,000
Lillooet and Cariboo	200,000
East and West Kootenay	125,000

West of the Coast Range are several extensive tracts of arable land of the richest quality, notably the Lower Fraser Valley, Westminster District, Vancouver Island and adjacent islands in the Gulf of Georgia. These sections of the Province are recognised as agricultural districts and are fairly well settled, but much of the land is still wild, untilled. North of the main line of the Canadian Pacific Railway, on the Pacific Slope, and but partially explored, are vast areas of agricultural and grazing lands, which will be turned to profitable account when the country is a few years older. Much of this northern region is fit for wheat growing, and all of it will produce crops of the coarser cereals, roots and vegetables, ex-

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cept the higher plateaux, which will afford pasturage to cattle, horses and sheep. Some of these districts, best know and in which settlements have been established, are Chilcotin, Nechaco, Blackwater, Bulkley, Ootsa, Kispyox, Skeena and Peace River Valleys, and they are estimated to include some 6,500,000 acres. That this is a conservative estimate is clear from the fact that the late Dr. Dawson and Professor Macoun credited that portion of Peace River Valley lying within British Columbia with 10,000,000 acres of wheat land.

Canada's Far North.

THE reports of Cook and Peary, both of whom claim to have reached the North Pole, agree in this—that there is no land at the Pole and none within many miles of the long-sought spot. It is a region perpetually ice-bound and beneath the ice are the waters of the Polar sea. Such being the conditions there it is impossible to set up the claim of national ownership to the region, for that ownership can only attach to land and to the surrounding waters three miles distant. In no manner do the exploits of these Arctic explorers affect Canada's ownership to the numerous, and in many cases, large islands which lie north of the mainland and extend far toward the polar region. These islands are adjacent to Canada's continental possessions and of which they have always been considered as appendages. They were always considered to be part of British North America and British North Amirica is now the Dominion of Canada. And, further, these islands have formally been taken possession of by Canada and her sovereign right to the same firmly established. Captain Bernier has been in the Far North extending this work and making explorations which will further add to our knowledge of the geography of the region.

Notes of the West.

(*Continued from page 21.*)

monton to Winnipeg last year we found long sections of untilled prairie land everywhere. This year we find the country well settled, and from the car windows we were scarcely ever out of sight of wheat. All of this wheat must pass through Winnipeg.

"We also expect to have a very extensive tourist service, for the country through the mountains contains as great scenic beauty as could be found anywhere. Mount Robson, close to the line, is the highest peak in Canada, and the new Canadian National park will be situated near there. East from Prince Rupert the line follows the Skeena river for 200 miles, and the view for that distance is very fine. When we were at Prince Rupert we made a trip up this stream as far as the Copper river. The grade on this section of the road never reaches the maximum of four-tenths.

"We were surprised at the growth and development of Prince Rupert. This has been so marked that prices are advancing very rapidly. We were told of a bank that paid for its site 100 per cent. in advance of the price of a few months ago.

"The British Columbia government, which owns one-quarter of the townsite, is at the present time building large docks. The Dominion Government will build a post office and customs house very shortly. There are several good stores there and a great many dwellings."

"What in your opinion is the prospect for the export of wheat to Japan and China, it having been said that the people there do not earn sufficient to be able to afford this cereal?"

"I think there is every prospect of the Orient taking a good portion of our crop. Not all the people in these countries are working for a low wage, and there are classes there who are just as able to afford dollar wheat as we in Canada or the people in the United States."

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Canadian Bibliography

Canadian Catalogue of Books.
Part 1. (1791-1895.) By W. R. Haight. 10 x 132 pp. Toronto: 1896. Edition 500 copies. Demy 8vo, paper, uncut. 2 50. Buckram, lettered on back **$3.00**

Annual Canadian Catalogue of Books. 1896. By W. R. Haight. First supplement to the Canadian Catalogue of Books. (1791-1895.) 60 pp. Toronto: 1898. Edition 500 copies. Demy 8vo, paper, uncut. 2.00. Buckram, lettered on back, **$2.50**

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Fruit Culture in British Columbia.

FRUIT culture in British Columbia is fast becoming the most important industry in the Pacific Province. Apples, peaches, pears, cherries, plums and every other variety of fruit are cultivated with the most astounding results. Lord Aberdeen purchased the Coldstream Ranch at Vernon, some years ago and is now developing its fruit resources as a large part of the operations of his holdings. His Lordship's twenty-acre patch produced $10,000 worth of Northern Spy apples last year. Other equally good results are reported in other districts of the Province. One cherry tree at Penticton, produced eight hundred pounds of fruit, and another at Agassiz one thousand pounds. What would be the result of an acre of as many such trees as the soil is capable of feeding, can be imagined and calculated.

In Okanagan instances are reported of profits of from $500 to $600 per acre. At Kelowna, nine tons of pears and ten tons of prunes per acre are said not to be uncommon. Four acres of strawberries near Victoria returned the owner of the land $2,598 net. Another owner reported 12,556 pounds of berries on one and a half acres, which sold for over $1,200.

Nectarines, apricots, figs, almonds and several other of the less hardy fruits and nuts, have been tried with success. It is contented by those with experience that any fruit or vegetable which can be grown three hundred miles south of the International boundary line, can be produced in British Columbia.

This fruit industry can hardly be said to have commenced in British Columbia. It has just passed that point in the State of Washington where there are now over 100,000 acres planted out against barely 7,000 acres in 1901.

It is sometimes suggested that there is danger of over production, but considering the present market and the vast extent of

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the new markets for hardy fruits, which are opening up in countries in which fruit has been practically unknown to within a very recent period, and the impossibility of shipping without loss from decay, there is no need to fear that the supply will ever equal the demand. Cold storage in cars and ships will mean an absolute revolution in the transportation of fruit, and no other fruit producing country stands to gain by it as does our own Province of British Columbia, already exceedingly rich in natural resources.

The Miracle of South Africa.

FOR us in Canada, the successful consummation of the union of South Africa has a peculiar interest because we had to face similar difficulties in effecting our own Confederation, and we have benefited so largely from it. The greatest statesmen in the Old Country have vied with each other in expressing their wonder and admiration at what has been described as "the miracle of South Africa." No one put it better than Mr. Balfour in his speech in the House of Commons on the second reading of the South Africa Bill.

"Whatever opinions we hold as to the past, everybody looking back on that past will, I am confident, agree with me that this Bill, soon I hope to become an Act, is the most wonderful issue out of all those divisions, controversies, battles, bloodshed, devastation, all the horrors of war, and all the difficulties of peace. I do not believe the world shows anything like it in its whole history. How has it come about? No such great issue comes of one cause alone, or of two causes. It is always a complex of causes that produces great results. I think one of the causes was that we in this House, however violently we may have differed about the war itself, all agree that the idea of having in South Africa one European race dominating another, the idea that anything should issue from the war, however successful it might be, which did not give equal rights and privileges to every man of European descent in that country is abhorrent. Another great fact is the admirable statesmanship shown by the leaders of opinion in South Africa. They have never allowed any of the almost inevitable bitterness incident to strife such as that which ended in 1902 to interfere with their clear vision of what was absolutely necessary for the good of all the white population in that country. You have men of the most widely divergent opinion coming to the conclusion that the only possible way by which South Africa was to play its part in the world, as it most assuredly will is by a system of equal rights and that freedom which we have given now in full measure to every Colony in which the European is a predominant element. It has been an extraordinary result, and I do not think that even now the magnitude of that result is adequately appreciated by students of history or by contemporary critics. It stands, I think, absolutety alone ; and I

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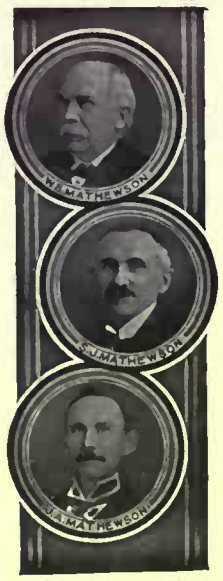

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believe that this unique historical phenomenon, embodied and given substance to in this Bill, is going to produce the most admirable fruits."

There are 5,471,490 persons in the South African States which have agreed to unite against the 6,000,000 odd in Canada and the 4,500,000 in Australia. Of these only 1,188,570 are white and 4,282,920 are colored. The total area of United South Africa is 666,639 square miles. The seat of legislature will be Capetown and the seat of the executive will be Pretoria. The Prince of Wales will open the first session of the United Parliament, problably in the autum of next year. There will be 121 members in the First Union House of Assembly. The great problem before the new Parliament is the native question.

Speaking upon this Mr Balfour said: "Whatever misgivings we may have about the solution of the problem of race and I have great misgivings—whatever difficulties we may foresee in the future from the fact that the black population is about five or six times as large as the white population, and is likely, as far as I know, to remain far in excess—I say, regarding that race problem, the problem of the Europeans as against the overwhelming majority of men of a wholly different potentiality of culture, darkness hangs over it. I do not look forward to it with any assurance, and I doubt whether anybody has a right to look forward to it with any assurance. All we can do now is to make the best machinery we can for dealing with it, and I am convinced that, speaking broadly and not in respect of this, or that amendment, the only possible way, the only glimmer of hope of dealing successfully with the real race problem of South Africa, is not to attempt to meddle with it ourselves, but, having made this Union Parliament, to trust the men of like way of thinking with ourselves to rise to the occasion which will most undoubtedly come before them, and, to the best of their ability, meet this new problem with which they are faced with all the courage and, above all, with all the humanity and all the sympathy which is possible, unhampered by interference from this Island, interference which, however well meant, may, perhaps, be ignorant, and, whether it be ignorant or not, will unboubtedly be resented by those whom we endeavour to control."

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Coal versus Soil.

IT has been said that the wastefulness of pioneers is in keeping with the prodigality of Nature; and that the pioneer farmer has the right to use up natural resources if he thereby improves himself and the prospects of his family. Take an illustration from the consumption of coal. During millions of years it was prepared and stored in the earth—we suppose for human use. And we have been using it with lavish liberality, boasting of the millions of tons we mine every year. Now we learn from good authorities that in 75 years the coal measures of the United States will probably be exhausted, except those at lower levels, more difficult of access and more costly to obtain.

No doubt coal was the means whereby man gained large and lasting ability to smelt and mould metals, making him ready for the next steps whereby he acquired a working control of electricity. With the difficult materials now plastic under his new skill, and more of Nature's forces obedient to his new intelligence, he has harnessed the water-powers and generates heat, light and power transmissible from them. That he could never have done, so far as we can see, except for the use of coal without stint during all these experimental years. There is some excuse, if you please, for the extravagant use of one great natural resource, when that has led to the mastery for service over another resource still more valuable.

But when people exhaust the soil, what do they do? They make themselves more careless and less competent; they leave themselves less power and more poverty. On the other hand, when the farmers preserve and increase the fertility of the soil they become increasingly efficient and capable. These two go together. The fertility of our soil must be maintained, or restored, in order that there shall be continuously improving conditions for the rural population.—*Principal Robertson, of Macdonald College.*

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Subscription Book closes October 15th, 1909.

For further particulars address

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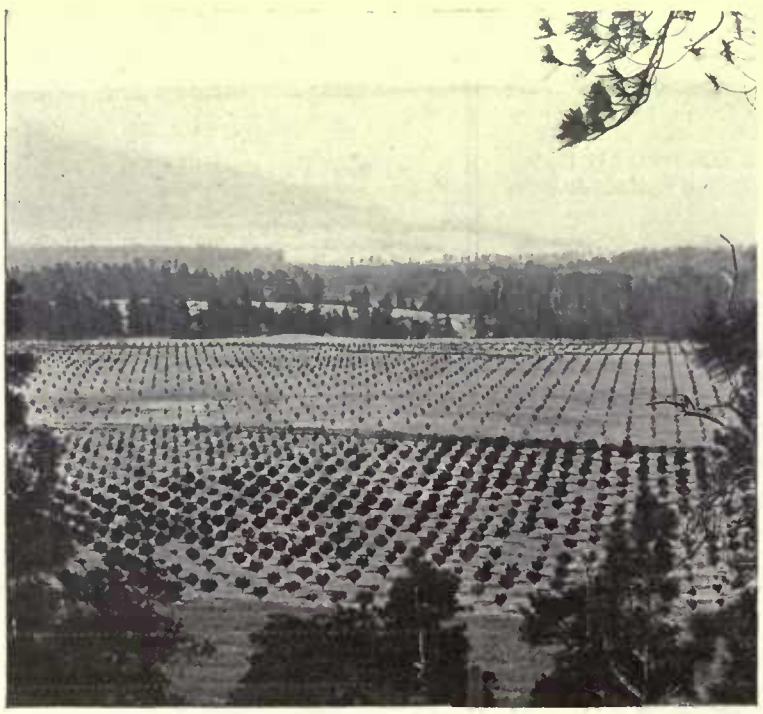

View on the property of the Kelowna Land and Orchard Co.

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IN the heart of the famous Okanagan Valley of British Columbia offers splendid inducements to the small capitalist to engage in fruit-growing and allied industries. Kelowna fruit has beaten that of the famous Hood River district of Oregon in open competition, capturing the gold medal of the North-West Fruit Growers' Association, 1907. A few boxes of Kelowna apples won $4,300 in prizes at the International Apple Show, Spokane, Wash., 1908, and took second place for largest number of prizes captured in competition against the world. Irrigated fruit lands, free of timber and ready to plant, may be bought at reasonable prices. A glorious climate, tempered summer and winter by the waters of Okanagan Lake. The valley surrounding Kelowna comprises one of the largest level tracts of rich land in the Interior of British Columbia. The town is up-to-date and has electric light and pure water supply, canneries, fruit packing houses and other concerns, and profitable investment awaits capital in other industries.

For illustrated booklets and further information, address:

The Secretary, Board of Trade,
Kelowna, British Columbia

Silver Coinage.

THROUGHOUT Canada the silver coins of the United States are accepted at par. On the other hand, except in towns near the international boundary, Canadian coins, are either refused in the United States or accepted at a large discount.

There is a Canadian law providing for the deportation of United States coins. Apparently this law is inoperative. Why it should be, we do not know. But it is obvious that until this is made effective, the Royal Mint at Ottawa cannot make headway. The seignorage on coining silver is large, because of the disparity between the face value of silver coins and their actual worth as silver. With a large output of silver coins, the Royal Mint would pay handsomely. There appears to be little reason why our whole demand should not be supplied from Ottawa. It is certain that with a sufficient Canadian coinage much of the United States silver now in circulation here would be displaced.

Edison's Giant Rock-Crusher.

A MACHINE that will reduce a boulder weighing from 12 to 14 tons and 7 or 8 feet in width into a pile of 6 inch rocks suitable for smaller rollers to crush into road-making material has been built by Thomas A. Edison. This great crusher weighs nearly 40 tons. "Inside of the machine are two large rolls, 7 feet wide and 6 feet in diameter, which are enclosed in a gigantic hopper. These rolls have octagonal-faced mandrels, or plate-beds, on which the molars or grinders are fastened with bolts that weigh from 10 to 30 pounds each. These rollers are attached to a pulley which is connected with a belt to a large motor with great horse-power. A terrific speed is generated, and the railroad freight-car is backed up to the hopper, on which are usually two 14-ton boulders. A magnetic lifting-contrivance is lowered over them, a clutch grips the heavy rock and then a button is pressed and a lever pulled. The stone is dropped by the the shutting off of the magnetic currents and falls into the hopper. There is a terrific roar and the boulder is crushed.

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NEW TRAILS TO THE

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Before the six railways of Canadian Northern System followed the old fur trails into the Canadian game lands, only a hardy few dared to go in. But now, the back places of the woods —wealthy in moose, caribou, deer and bear—may be quickly and easily reached. The Canadian Northern system serves a wide range of undisturbed territories. Here are a few suggestions:—

The country between Parry Sound and Sudbury, traversed by the **CANADIAN NORTHERN ONTARIO RAILWAY,** is a land of lonely muskeg and brulé, the native country of the white-tailed deer. From Sudbury north to Sellwood this same line goes in through a moose hunting territory unequalled in Ontario.

THE CANADIAN NORTHERN QUEBEC and QUEBEC AND LAKE ST. JOHN RAILWAYS span the native country of the ouananiche, northern brook trout, and the spruce shored lakes of the Roberval country where moose and caribou abound.

The eastern shore of Nova Scotia, from Yarmouth to Halifax, is served by the **HALIFAX and SOUTH WESTERN RAILWAY.** On the barrens, slightly inland from the railway, are some of the best places for big moose in the east.

THE CANADIAN NORTHERN RAILWAY, from Port Arthur to Edmonton, with many branches, griddles almost undisturbed haunts of moose, caribou, deer, wolves, bear and all species of four-footed and feathered game.

For information—general and special—address the Information Bureau,

Canadian Northern Railway, Toronto.

IN WRITING TO ADVERTISERS PLEASE MENTION

Canadian Life and Resources

Melted Wood.

IT is now possible to melt wood, by heating it in a vacuum, producing a hard, homogeneous substance that apparently has an industrial future before it. The history and present status of the process are given by Francis Marre in *La Nature* of Paris. To melt wood "appears at first sight to be an impossibility," he remarks, but it is, in fact, possible and practicable. Melted wood has been hitherto only a laboratory curiosity, but it may well be that industry shall presently discover practical applications of the greatest interest.

The melting process may also be performed, we are told, without drawing off the distillation products, resulting, in about two hours, in the formation of a solid amorphous mass of fused wood. Melted wood, the writer goes on to say, has an undoubted industrial future, as it has a fine grain, takes a high polish, and is hard and resistant. It takes printing-ink readily and may be cleaned with potash, soda or turpentine. It may also be easily cast and moulded into all sorts of shapes, and by adding preservatives to it during the melting process it may be rendered practically indestructible.

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The Royal Military College

THERE are few national institutions of more value and interest to the country than the Royal Military College at Kingston. At the same time its object and the work it is accomplishing are not sufficiently understood by the general public.

The College is a Government institution, designed primarily for the purpose of giving the highest technical instructions in all branches of military science to cadets and officers of Canadian Militia. In fact it is intended to take the place in Canada of the English Woolwich and Sandhurst and the American West Point.

The Commandant and military instructors are all officers on the active list of the Imperial army, lent for the purpose, and in addition there is a complete staff of professors for the civil subjects, which form such a large proportion of the College course. Medical attendance is also provided.

Whilst the College is organized on a strictly military basis, the cadets receive in addition to their military studies a thoroughly practical, scientific and sound training in all subjects that are essential to a high and general modern education.

The course in mathematics is very complete and a thorough grounding is given in the subjects of Civil Engineering, Civil and Hydrographic Surveying, Physics, Chemistry, French and English.

The strict discipline maintained at the College is one of the most valuable features of the system.

In addition the constant practice of gymnastics, drills and outdoor exercises of all kinds, ensures good health and fine physical condition.

Seven commissions in His Majesty's regular army are annually awarded as prizes to the cadets.

Three commissions in the Permanent Force will be given annually, should vacancies exist, to the graduating class, viz :—Every year one in the Infantry ; and each alternate year :

One in the Engineers and one in the Horse Artillery.

One in the Cavalry or Mounted Rifles and one in the Garrison Artillery.

Further, every three years a commission in the Ordnance Corps will be given to the graduating class.

Three 2nd class clerkships, or appointments with equivalent pay, will be offered annually to the graduating class, such appointments to be in the following Departments, viz.:—Public Works, Railways and Canals, Inland Revenue, Agriculture and Interior.

The length of the course is three years, in three terms of 9½ months' residence each.

The total cost of the three years' course, including board, uniforms, instructional material, and all extras, is from $750 to $800.

The annual competitive examination for admission to the College will take place at the headquarters of the several military districts in which candidates reside, in May of each year.

For full particulars of this examination or for any other information, application should be made as soon as possible to the Secretary of the Militia Council, Ottawa, Ont.; or to the Commandant, Royal Military College, Kingston, Ont.

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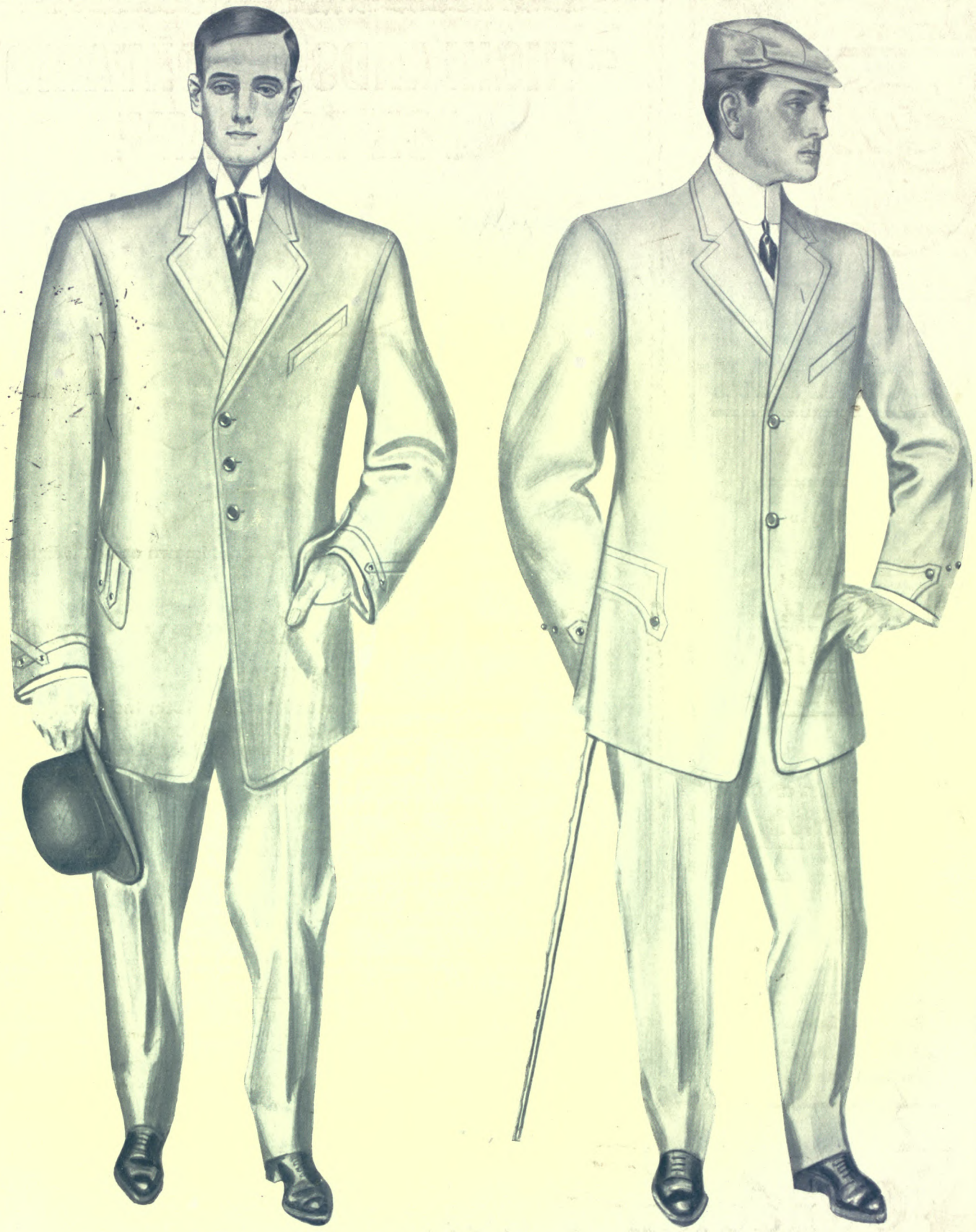

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